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ATLANTIC
FISHING

VOL. X.

Registered U. S. Patent Office
AUGUST, 1929

No. 7

Adding Service by Copperizing

The value of Columbian Copperizing has been proved in the fishing industry. Because of its perfect resistance to the action of sea water, the real worth of Columbian Copperized Pure Manila Lines has made a decided impression upon both fishing and marine operators.

Columbian Copperized Lines are the famous Guaranteed Columbian *Tape-Marked* lines treated in the proper manner with the correct solution of copper oleate. Regardless of claims made by anyone, a Columbian Copperized line will positively retain its effectiveness until the line itself is worn out. We know of Columbian Copperized Lines that have been in use for four years, and the pronounced presence of the oleate is indisputable.

For your own protection, buy Copperized cordage and make sure that it is the Guaranteed Columbian brand.

Columbian Rope Company

362-90 Genesee Street

Auburn, "The Cordage City" N. Y.

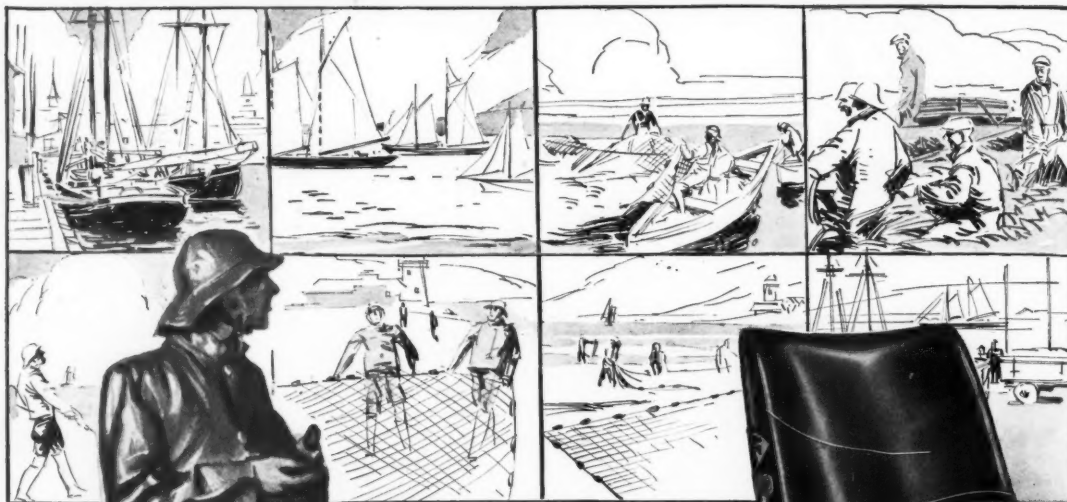
Branches:

New York Chicago Boston New Orleans
Philadelphia

Boston Office and Warehouse - 38 Commercial Wharf

Red
White
Blue

COLUMBIAN TAPE MARKED
PURE MANILA **ROPE**



*Tough, snag-resisting uppers and bottoms,
and smooth, comfortable inside finish make
Firestone the logical fisherman's boot.*



Afloat or Ashore— you can't beat a Firestone!

The first day you wear a pair of Firestone boots will make you their friend for life. Comfort? Say, you'll find out what it means. Water just can't get into a Firestone. They keep your feet dry—whether you're out ten hours or ten weeks. And they fit your feet in a way that prevents the heels from flopping

up and down when you walk. Every point where there's any strain in walking or wading is reinforced—but the inside of the boot is smooth-finished—no seams or ridges to chafe sore spots. That's why you'll get more comfort, more wear, more satisfaction out of Firestone boots than any kind you can buy.

FIRESTONE FOOTWEAR COMPANY, Boston, Mass.

BRANCHES: New York: 107 Duane Street Chicago: 501 S. Franklin Street
Philadelphia: 23rd and Wood Sts. Minneapolis: 444 Stinson Blvd.
Boston: 141 Brookline Ave.

Firestone

Fishermen's Boots

WHAT BATTERY?



Economical efficiency is today the by-word of the Fishing Industry. Boat owners and skippers are showing better and better judgment in the selection of equipment to go on board ship. They want the best. For they know that the best despite its higher initial price will prove to be far more economical during the years of its service life. Q The Edison Steel-Alkaline Battery, because of its rugged ability to withstand severe usage and even abuse—combined with its almost amazingly long life—has proved to be the ideal battery for lighting and ignition on board fishing vessels. That's why Edison predominates in this field.

EDISON
STORAGE BATTERY CO.
ORANGE, NEW JERSEY

Boston Office:
 702 BEACON STREET
 BOSTON, MASS.

Authorized Dealers—
SMITH-MEEKER
ENGINEERING CO.
 123 Liberty Street,
 New York City

CHARLES E. RICE
 10 Middle Street
 Gloucester, Mass.



The "red line 'round the top" is your assurance of honest dollar value. Dealers who serve the fishermen best—in ports on both sea and inland waters—carry these Goodrich Kingfisher Boots. Lined with cotton or wool. In storm-king, sporting, or hip lengths. Sizes 5 to 12. Black extension soles. Specially reinforced for rough wear.

Built strong to stand the gaff, to weather storms and outlast rugged wear, these Goodrich Kingfisher Boots are your real friends. However far you get from port—and stores—you can always bank on them. *They keep you dry.*

Honest dollar value is built into every inch of these boots—from the specially reinforced sole to the famous "red line 'round the top." *The B. F. Goodrich Rubber Co., Akron, Ohio.*

Goodrich

KINGFISHER BOOTS FOR LONGEST WEAR

**HOOD ARROW BOOT**

Hood Arrow Boots are made of extra quality black gum stock, famous for its resistance to cracking and checking. They are obtainable in four heights:—Short, Storm King, Sporting and Hip, with duck or knit lining. Soles are of extra thick, tough, gray tire-tread stock.



The Surest Way of Getting the Longest Wearing Boot

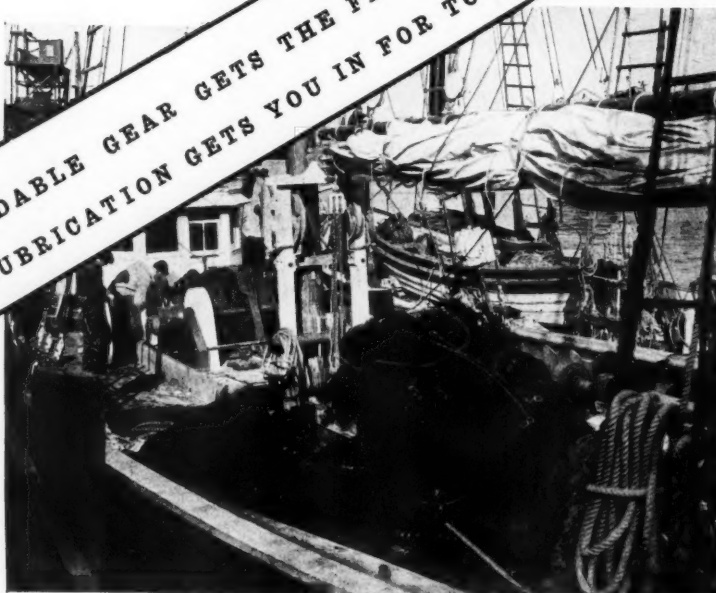
See that the Hood Arrow is on the boot you buy. It is the Hood mark of quality placed only on those boots which will give the longest wear and the most satisfactory service. Hood boots—in various heights from knee to hip—are designed to meet all the wear and tear of exposure to the elements and hard work at the nets.

HOOD RUBBER COMPANY
Watertown, Massachusetts



HOOD MAKES • TIRES • RUBBER FOOTWEAR • CANVAS SHOES • RUBBER SOLES AND HEELS • RUBBER FLOOR TILING

DEPENDABLE GEAR GETS THE FISH
DEPENDABLE LUBRICATION GETS YOU IN FOR TOP PRICES



The best is none too good when you're buying gear How about oil?

Your gear costs you a lot of money. It gets hard usage. Repair and replacement charges are high. But the season's profits depend on it and experience has taught the wisdom of buying only the best.

Then, how about lubricating oil? Oil is the most important single factor in the dependable operation of your engine.

The cost of oil is a very small part of your outlay for a trip, but the *quality* of your oil plays a mighty big part in the way your engine performs. And what's the good of a first-run catch if engine trouble on the

way in knocks you out of top prices?

You don't buy cheap gear to save a few dollars. Are you taking a chance on cheap oil because the price is a few cents less per gallon?

Gargoyle Marine Oils are the choice of "high-line" skippers everywhere because they know from experience that these high-quality lubricants *cost less per running mile*; that they

- minimize the chance of sudden breakdowns and costly repairs;
- save horsepower by reducing friction;
- reduce fuel and oil consumption;
- and insure longer engine life.

The Vacuum Oil Company representative in your home port, or

wherever your catch is landed, knows the specific grade of Gargoyle Marine Oils best suited to your particular type of engine. He will be glad to aid in solving your lubricating problems.



FREE

An authoritative treatise on the correct lubrication of marine engines. We will be glad to send, without obligation, a copy of this interesting book. The coupon is for your convenience.

Vacuum Oil Company, Marine Sales Dept. C-8.

61 Broadway, New York City

Please send me, without obligation, a copy of your new booklet, "Correct Lubrication for Motorboat Engines—1929"

Name

Street

City State

GARGOYLE

Marine Oils
A grade for each type of service

Vacuum Oil Company, NEW YORK, U.S.A.

Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world.



Hermosa...

**converted to *Largest Diesel Boat*
for biggest game fish**



The west coast fishing fleet has gained another "convert" to F-M Diesel Engines by the re-equipping of the "Hermosa."

Formerly a passenger steamer owned by the Wrigley interests, she has been rebuilt for tuna fishing and powered with an F-M 560 hp. propulsion engine and a 40 hp. auxiliary generating set furnishing electric power and light.

Two F-M electrically driven centrifugal pumps for circulating water in the bait tanks are also a part of the new equipment.

The result of this conversion makes the "Hermosa" with her 150 ft. length the largest Diesel powered tuna boat in the world.

FAIRBANKS-MORSE

DIESEL ENGINES



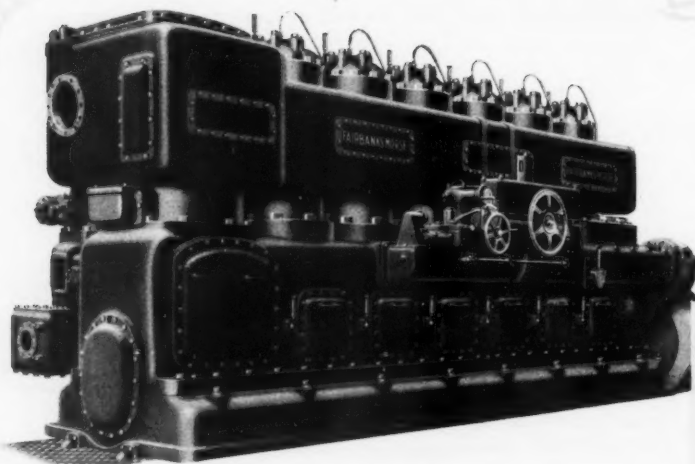
FAIRBANKS-MORSE DIESEL ENGINES

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"Correct
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F-M Model 37
Marine Engine of
the same type as
that installed in
the "Hermosa."

F-M Diesels give Hermosa *"Freedom of the Seas"*

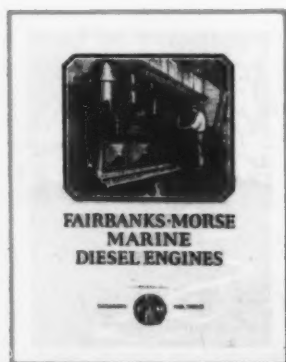
Formerly the saying, "I knew her when—" implied that a vessel had seen better days. With the Hermosa this is reversed.

Her new F-M 560 hp. Diesel propulsion engines and F-M 40 hp. Diesel auxiliary have given her advantages she could not possess as a steamer.

With her hull in fine shape, re-equipped with the most simple, over-all efficient power plant ever devised for marine use, with more power, extremely low fuel cost and no standby losses, she is a far better vessel than the original Hermosa.

And what is important to fishermen, her F-M Diesels have released her from the coal pile and given her the "freedom of the seas" with a fuel capacity sufficient for a normal 30-day trip at the speeds used in tuna fishing.

FAIRBANKS, MORSE & CO., Chicago
Branches with Service Stations in Principal Ports



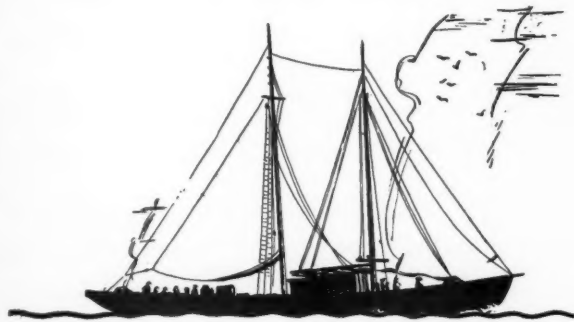
If contemplating converting an existing vessel or building a new one, it will be to your advantage to first read interesting publication 3500-B, "Fairbanks-Morse Marine Diesel Engines." Your copy awaits your request.

FAIRBANKS-MORSE DIESEL ENGINES





Socony Gasoline and Socony Parabase Motor Oil help cut costs in boats like these.



SOCONY

REG. U. S. PAT. OFF.

Diesel Engine Fuels
Turex Oils for Diesel Engine Lubrication
Gasoline...Special Gasoline
Parabase Motor Oils

SOCONY

helps you cut costs

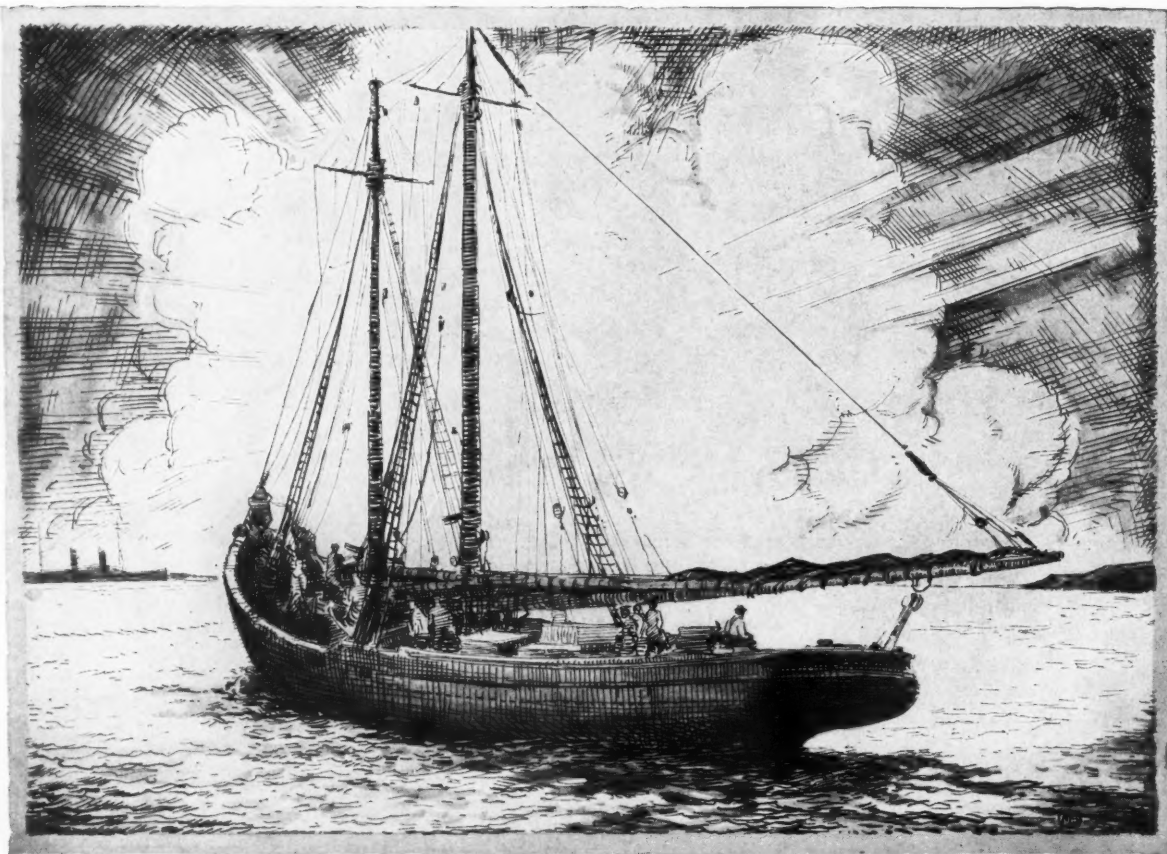
YOUR fuel is a factor in determining profits. Use Socony Diesel Engine Fuels or Gasoline mixed with Socony Parabase Motor Oil next trip out. You'll find (as thousands of the other boys have already discovered) that your engine starts easier, runs longer, and gives you more power per drop than any other fuel.

Socony products are always easy to get. You see the familiar red pumps in nearly every port along the New England and Long Island shore.

Then, too, Socony Diesel Engine Fuels, Socony Gasoline and Parabase Motor Oil mean less repair and engine-overhauling costs. Less time in port for carbon removal. And no trouble at sea when you need a fuel you can depend on.

STANDARD OIL COMPANY OF NEW YORK

More Trips More Fish



The "Gertrude DeCosta" of Boston, owned by O'Hara Brothers, is powered with a six-cylinder 170 H. P. Bessemer Diesel Engine.

AT any Atlantic Coast fishing port you will invariably find Bessemer diesel powered vessels making *more* trips—landing more fish—and showing larger net profits each season.

Bessemer diesels reduce the port to port time, which leaves more hours for productive fishing; they respond instantly and unfailingly to every power demand—whether for propulsion or for trawling; they eliminate loss of time in port due to

power plant servicing; all of which is clearly reflected in a vessel's earnings.

Bessemer power is setting a new high standard of performance because it assures more trips—more fish—more profits!

The COOPER-BESSEMER CORPORATION
Diesel Engine Division

11 Lincoln Avenue

GROVE CITY, PA.

Boston Office:

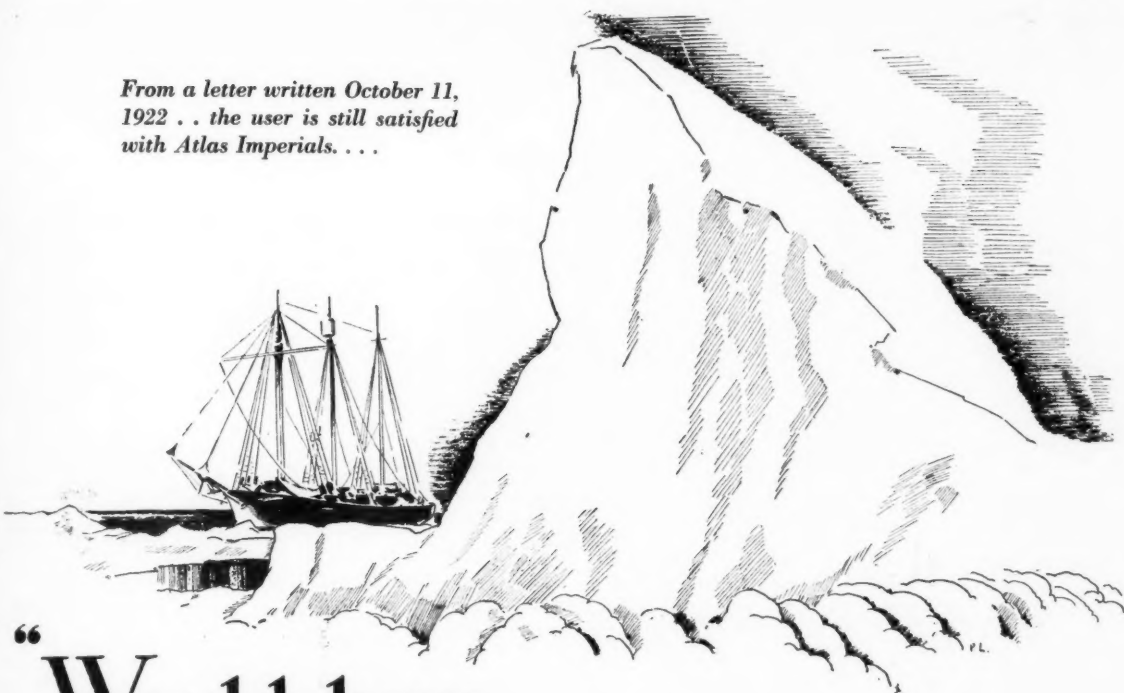
131 State Street

New York Office:

50 Church Street

BESSEMER
MARINE DIESEL ENGINES

*From a letter written October 11,
1922 . . the user is still satisfied
with Atlas Imperials. . .*



“Would have been caught in the ice”

“Ice conditions the worst that any of our captains remember . . in 20 years’ experience . . in the Arctic. . .

“To get the ship through . . there was a great deal of forwarding and backing in the ice . . as well as an unusual amount of blasting. . .”

It was a fur-trading boat . . in the service of H. Liebes & Company of San Francisco, California. . .

The sturdy, rugged Atlas Imperial stood the gaff. . . It *always* does. . . Continuously . . day-in and day-out . . from shift to shift . . it never falters in a pinch. . .

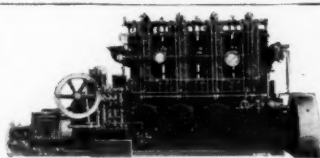
From stone cold to full load . . it starts in 10 seconds . . and can be operated indefinitely at constant low speed . . because its common rail fuel

system maintains proper atomization constantly, over the entire range of speeds. . .

Operating on cheap, low-grade fuel, Atlas Imperial full Diesels show an operating cost of around one-tenth that of gasoline engines of equal power . . and they require little cargo space for fuel. . .

Investigate the Atlas Imperial . . before you decide on any engine. . . We are one of the oldest pioneers in America in the manufacture of diesel engines. . .

Throughout our history, our users have always been our best salesmen . . one boat owner tells another. . . Mail the coupon for more information. Atlas Imperial Diesel Engine Co., Oakland, California.



A 4-cylinder . . 135 H.P. . . Atlas Imperial Marine Diesel

A full line of Diesels, ranging from 20 HP to 500 HP . . for use in fish-boats, work-boats, ferry-boats, yachts, etc. . . and for all types of industrial service . . is manufactured by Atlas Imperial. . . This Company has pioneered in the adaptation of full diesel engines. . . The Atlas Imperial is being used in more types of industrial service than any other full diesel engine made.

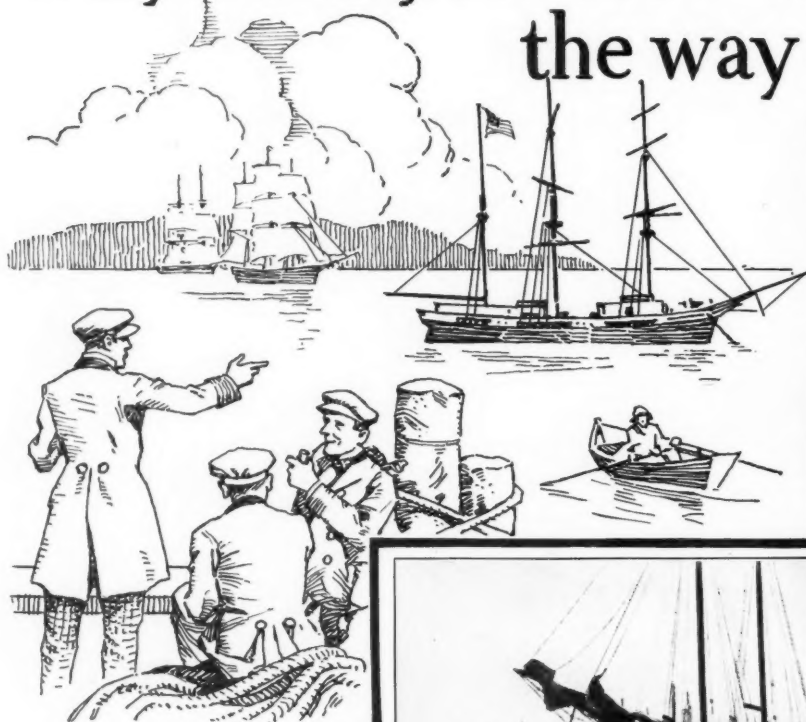
ATLAS IMPERIAL FULL DIESELS

BRANCH OFFICES: New York • Chicago • New Orleans • Portland, Ore. • Houston, Texas • San Diego, Los Angeles, Terminal Island, Calif. • DISTRIBUTORS: Ferrier & Lucas, Vancouver, B.C. • Atlas Engine Co., Seattle • Fleck & Stelfox, Baltimore • L. R. Beatty, Philadelphia • T. Ralph Foley, Gloucester, Mass. • J. L. Latture Equipment Co., Portland, Ore. • Et. Davis, Papeete, Tahiti • A. B. Donald, Ltd., Auckland, N.Z. • W. Holmes, Sydney, N.S.W. • Honolulu Iron Works Co., Honolulu, T. H. • Lidgerwood Pacific Co., Tacoma, Wash.

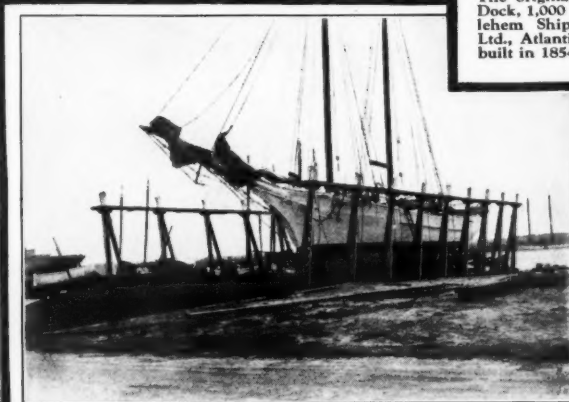
Atlas Imperial Diesel Engine Co., 2853 Glascock St., Oakland, California: Mail information on Atlas Imperial Full Diesels.

Use _____ Name _____ Company _____ Address _____

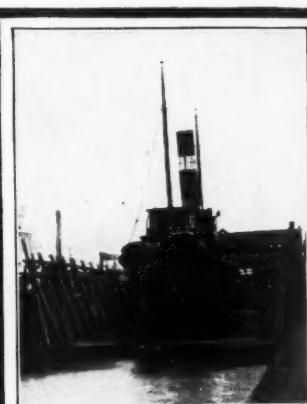
"Why don't you haul her out the way she lays?"



Lifting on an even keel originated with the first Crandall Railway Dry Dock 75 years ago!



250 ton Crandall Railway Dry Dock at the Delaware Bay Ship Building Co., Leesburg, N. J. Sch. Sarah C. Conway on the railway.



The original Crandall Railway Dry Dock, 1,000 ton capacity, at the Bethlehem Ship Building Corporation, Ltd., Atlantic Works, Boston, Mass., built in 1854 and still in service.

centrated loads on the foundation.

Horace I. Crandall, an engineer of the old school, designed a cradle built up at the outshore end, so that the vessel could be firmly grounded from bow to stern, the

HAULING A BOAT UP THE SHORE is a principle in dry docking that has come down through the ages. But the principle of raising the boat on an even keel dates from the first Railway Dry Dock, which was designed and constructed by Horace I. Crandall, in Boston, in 1854. It is still in use.

Prior to that time cradles were built with the keel block line paralleling the track ways. This caused an uneven lift, the bow of the vessel grounding first on the keel blocks, resulting in distortion and stress in the vessel and greatly con-

way she lays. He also improved the sub-structure to provide a permanently even trackway, and utilized iron rollers with heavy open-link chain for hauling. The result was a smoothly running railway dry dock, a type since known in all parts of the world as a Crandall Railway.

Three generations of Crandall Engineers have specialized in Dry Docks, Bridges, Piers, and all sub-aqueous work in all parts of the world. Whatever the task and wherever the site, the Crandall organization is equipped to

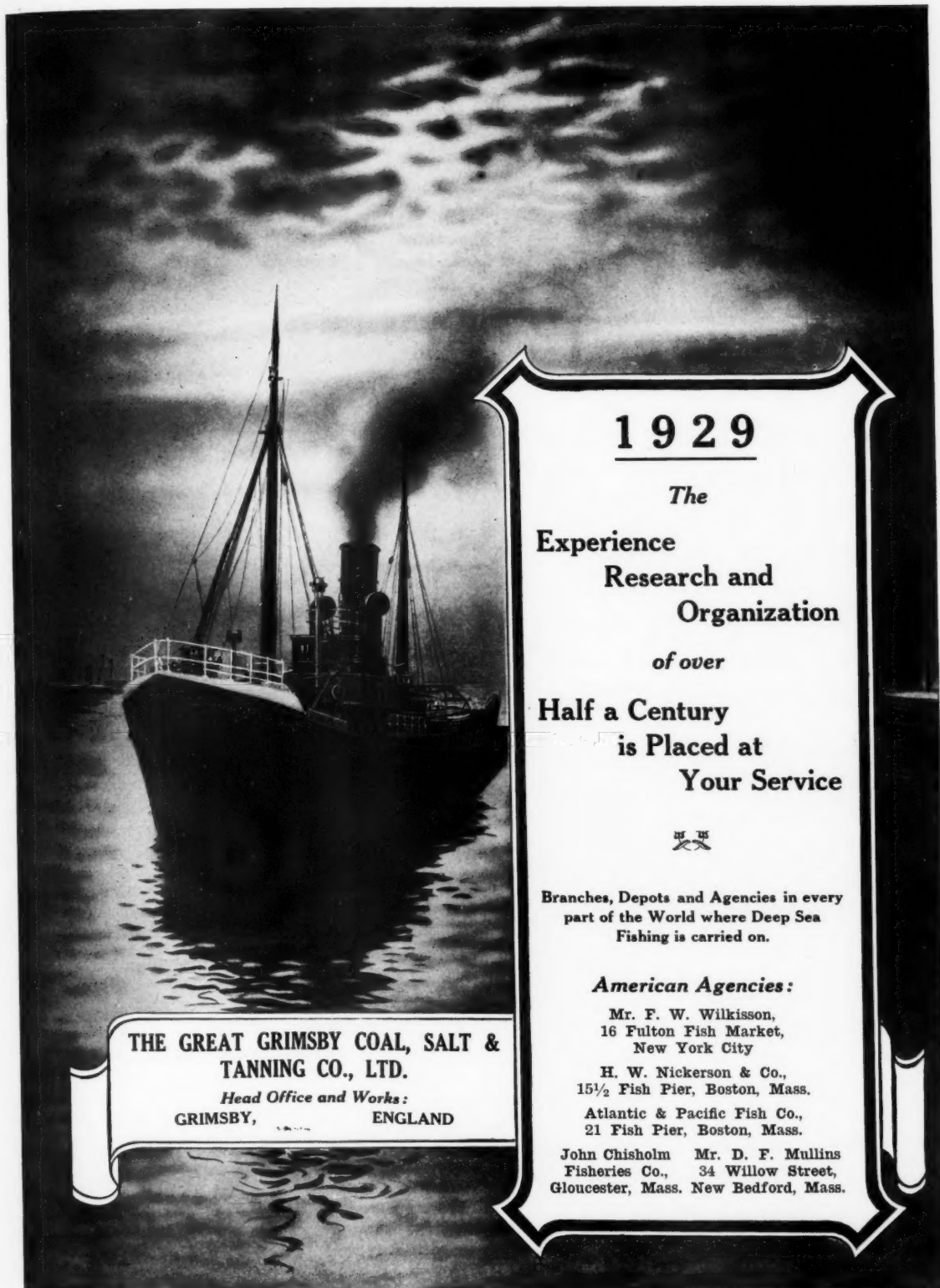
design and build, handling every detail.

DRY DOCKS
THE CRANDALL
BRIDGES
ENGINEERING CO.
PIERS

Cambridge, Massachusetts


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1929

The
Experience
Research and
Organization
of over
Half a Century
is Placed at
Your Service



Branches, Depots and Agencies in every
 part of the World where Deep Sea
 Fishing is carried on.

American Agencies:

Mr. F. W. Wilkisson,
 16 Fulton Fish Market,
 New York City

H. W. Nickerson & Co.,
 15½ Fish Pier, Boston, Mass.

Atlantic & Pacific Fish Co.,
 21 Fish Pier, Boston, Mass.

John Chisholm Mr. D. F. Mullins
 Fisheries Co., 34 Willow Street,
 Gloucester, Mass. New Bedford, Mass.

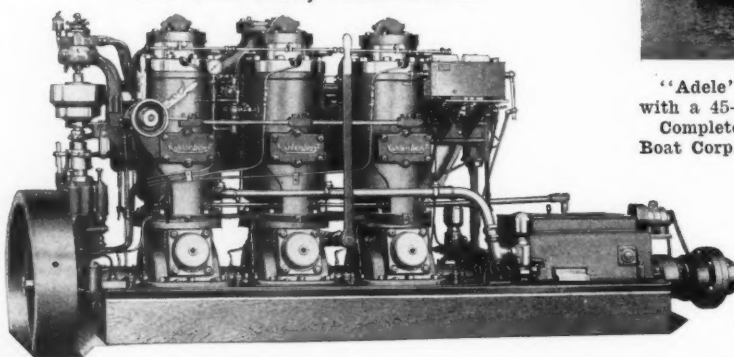
**THE GREAT GRIMSBY COAL, SALT &
 TANNING CO., LTD.**

Head Office and Works:
GRIMSBY, ENGLAND

COMPLETE INSTALLATIONS & SERVICE AT NORFOLK

THE GAS ENGINE & BOAT CORPORATION, Norfolk, Va., our distributors, are prepared to start installation of Kahlenberg Oil Engines immediately upon arrival of boats at Norfolk or make immediate shipment of engines to any Atlantic Coast point. Their experienced service men, spare parts, stock, modern marine railways and complete installation facilities at Norfolk insure prompt service.

KAHLENBERG BROS. CO., Mfrs.
1709 Twelfth Street
Two Rivers, Wisconsin



"Adele", 50 x 13 x 4½ ft. trawler powered with a 45-54 H. P. Kahlenberg Oil Engine. Completely fitted out by the Gas Engine & Boat Corp. at Norfolk. One of a large number of similar trawler installations made by our representatives.

Kahlenberg Engines are built in nine sizes from 20 up to 200 H. P. We will gladly mail complete information.



New Bedford Cordage Co.
Boston, Mass.
Dear Sirs:

I am writing thanking you for the sample warp that you sent me. After using nine months it proves to be the best warp I ever used. I used four other brands of warp and that of yours outlasted them all.

Yours truly,

(Signed) C. E. FREEMAN

Tenants Harbor, Maine
March 6, 1929

**Captain Freeman is now using NEBCO
Braided Manila pot warp on all his gear.**

Will Not Kink

Cannot Unstrand

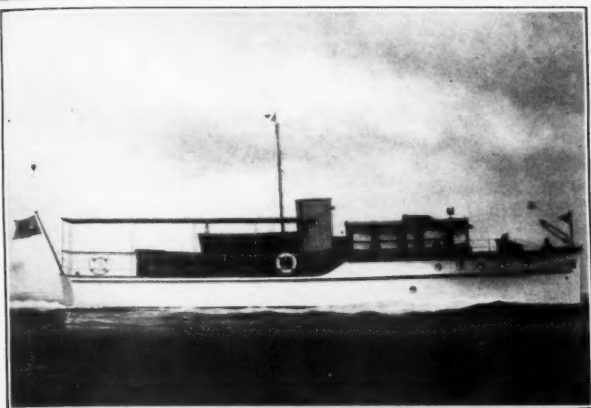
Test a sample warp against the best three-strand rope

NEW BEDFORD CORDAGE CO.

General offices
120 BROADWAY, NEW YORK

Established 1842
MILLS—New Bedford, Mass.

Boston offices
10 HIGH ST.



Twin screw diesel cruiser, 56' x 13' x 4'; built by the Casey, Boatbuilding Co., Fairhaven, Mass., for the Townsend Boat Co. The power is two 75 h. p. 6 cylinder 5" by 7" Hill Diesels with electric starters and pilot house control.

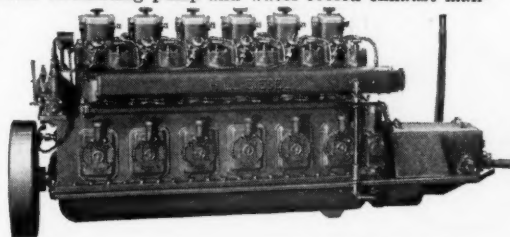
Fuel Injection Pump with packingless plunger and one moving valve. Fuel Nozzle, free from fine orifice, never clogs or requires cleaning. Ignition by heat of compression, no preheating. Lubrication by pressure to all principal bearings, dry sump. Plunger type water circulating pump and water-cooled exhaust manifold. General Design conforms to latest accepted Engineering practice. Speed Regulation meets the requirements of yachts, work boats and fishing boats.

— Fully described in Bulletin No. 60—

HILL DIESEL ENGINE COMPANY

Builders of Internal Combustion Engines since 1899

88 BROAD ST. BOSTON, MASS.



HILL DIESEL PUMP INJECTION TYPE

No Smoke nor Fumes—

They Burn the Fuel Clean



FIND OUT WHY

the "Vasco de Gama," the
"Leonora C," and other
STANDARD DIESEL
powered Driggers head
the fleet.

Their crews will tell you
it's because that Stand-
ard Diesel has so much
POWER.

Get a Standard Diesel and
make money, too.

WRITE US

Talk to A. F. Underhill
in our Boston Office
80 Federal Street

WRITE US

STANDARD MOTOR CONSTRUCTION CO.
134 Pine St. Jersey City, N. J.



ONE
thing's certain

ONE thing's certain. With your motor wired to a sure-hitting, hot-shooting Eveready Hot Shot you're certain of electrical energy that will continue to spark regardless of weather. For over thirty-three years these batteries have been taking fishing boats out . . . and bringing them home! The Eveready Hot Shot comes in three sizes, 6, 7½ and 9 volts. Eveready Dry Cell No. 6, 1½ volts. Sold in every port.

NATIONAL CARBON COMPANY, INC.
New York **UCC** San Francisco

Unit of Union Carbide and Carbon Corporation

EVEREADY
COLUMBIA
Dry Batteries

WATERFLEX

The Patented Water-Resisting Rope



UNAFFECTED by dampness, rain or continued immersion in water, Whitlock WATERFLEX Cordage remains permanently lubricated, and is easy to handle and splice, *wet or dry*.

WATERFLEX may be left outdoors in all kinds of weather with the assurance of protection against deterioration or *wet rot*, which shortens the serviceable life of ordinary rope.

It is a recognized fact that a large percentage of ordinary rope does not *wear out*—it actually *rots out* because it cannot resist dampness, rain or water submersion as WATERFLEX does.

No additional charge is made for the patented WATERFLEX feature.

WHITLOCK CORDAGE CO.

46 South Street, New York
226 State Street, Boston, Mass.



**for this sturdy, compact
4-cylinder Gray**

Gray "17-27" (Medium Duty)

The new four-cylinder, 4-cycle "17-27" is a genuine buy—more power, and more motor for the dollar than the marine world has heretofore thought possible. Despite its low price, it is built with Gray precision, Gray staunchness and can be depended upon to match any motor on the market for consistent, steady performance. Ready for immediate delivery. Gray "17-27" is perfectly balanced, a sturdy high compression Four of unusual speed and power, complete in every phase without clutch and reverse gear; 3¼" bore, 4¼" stroke; weight 370 lbs.; 30¼" length overall; 150 cubic inches displacement; crankshaft 1½" diameter; develops 17 H.P. at 1,000 R.P.M. and 27 H.P. at 1,700 R.P.M.

\$265 with Bosch Magneto
\$285.00 with electric starting and lighting; \$80.00 extra for built-in Morse 2:1 Reduction Gear

Gray "37" (High Speed)

Gray "37" (High Speed) is a light, fast motor, built with aluminum pistons, base, manifold and housings. A Gray quality unit, complete without clutch and reverse gear, and embodies all the power advantages that a 4-cylinder, 4-cycle unit can give. Ready for immediate delivery.

Gray "37" (High Speed) weighs 300 lbs.; develops 37 H. P. at 2,800 R. P. M. and has engine speeds up to 3,100 at which point it pulls 41 H. P. It is an amazing little motor, providing the punch and speed that add thrills to boating. Gray "37" (High Speed) is only 30 inches long and is easily adapted to many of last year's or this year's 16, 17 and 18 foot outboard hulls.

\$299.00 with electric starter, generator and distributor

Gray Marine Motor Company
6910 Lafayette, E., Detroit, Mich.

The purpose of the ATLANTIC FISHERMAN is to be a factor in the industrial growth of the commercial fisheries. To this end, the magazine is dedicated to the prime factors, in effect the creators, of the industry—fish producers, men who either fish themselves or who are instrumental in production through immediate interest in floating property.

The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea.

While we realize that successful re-handling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.

ATLANTIC FISHERMAN

Registered U. S. Patent Office

"The Fisherman's Magazine"

Vol. X AUG. 1929 No. 7

Published Monthly at
92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC.
Goffstown, N. H.

P. G. LAMSON
Publisher and Editor
FRANK H. WOOD
Advertising Manager

10 cents a copy \$1.00 a year

Entered as Second Class Matter February 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879.

Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Reminiscences of the Life-Saving Service

By Charley Marden

IT was not much of a trick taking the crew off the old Ivy May. Them were the years along in the early '90s when they were marketing old coasters to the insurance companies. I have seen them along in November stand off and on for days at a time, watching for a good chance and a good safe spot to run ashore and collect. The Ivy May was mostly wormholes. She had worn herself out lugging baled hay, potatoes, slate, lime and lumber. This trip she

ashore ahead of her. Capta'n Barter could not get in touch with his owners, it being Sunday, so all hands took hold and piled lumber as fast as it came ashore. I was left alone about four o'clock to see that none of the stuff was lugged away while the rest went to the Station for supper.

The old-time beach comber has long since gone to his reward but there were a few left then. Many's the tale my grandsire told me of them old land pirates. As soon as I



Photo by H. Armstrong Roberts.

was sloshing her way to Boston with a big load of lumber in the hold and on deck. The wind headed her off and in trying to come about making the harbor she misstayed and made leeway enough to slide stern first on to a flat ledge. This was early Sunday morning and most high water. We took the crew of four off with the surf boat. Right after that it came on to blow hard and the old packet slid off the ledge and piled upon Hadley's Point, right in front of the Colonel's summer house. Most of her deck load came

was left alone, down the road came two old-timers. They had known me since I was born and just reckoned I didn't count, so they started to pile up lumber for themselves. I told them courteously they couldn't have a plank. These men and their forefathers for generations had believed that anything that came ashore was the property of the one who picked it up and marked it. Both were church goers and one was a deacon. They abused me and threatened to

(Continued on Page 34)

Whaling Ways of the Present

The recent return of the *Sir James Clark Ross* with \$1,200,000 worth of sperm oil recalls by-gone days.

Reprinted from *The Compass, Vacuum Oil Co. periodical.*

AFTER three months in the Antarctic, the Norwegian whaling ship *Sir James Clark Ross* returned to New York with \$1,200,000 worth of whale oil in her hold. She brings back a valuable cargo of sperm oil, the size of which was undreamed of in the days when New Bedford and Nantucket were famed for the trips of these whaling vessels.

In the early days of the whaling industry the blubber of whales caught off the shores of Northern Europe was "tried" on board the ships. Due to the low yield and often the low quality of oil thus obtained, the whalers in later years brought the blubber to "trying" stations. With the advent of modern machinery and equipment on whalers the oil is again "tried" on board the ship and the crude oil then delivered to refineries.

During recent years a very extensive whaling industry sprang up adjacent to the coast of South Africa, especially near Natal. In these whaling grounds the whale is blown up with air after it is killed and the carcass is brought immediately to "trying" stations.

Whalers like the *Sir James Clark Ross* are so equipped that the carcass can be hoisted aboard on to a working platform where the blubber can be stripped clean from the flesh.

The blubber then is cut into strips and thrown into chopping machines from which



Waiting for the old cry "Thar she blows"—The above picture shows Juell Matson, the bowman on the whaler *Sir James Clark Ross*.



One of the prize-winning mammals caught on this voyage.



Hoisting a skeleton of a mouth of one of the prize whales.



Getting a whale ready for the boiler aboard the *Sir James Clark Ross*.

the mass is immediately delivered into melting pans and boiled with steam.

Five different qualities of oil are produced from the blubber. The best quality oil runs off first at the lowest temperature. On further boiling a second quality runs off which is

darker in color and has a more pronounced fishy smell. Both of these qualities of sperm oil are used for soap making and are sold as "whale tallow" or "whale stearine."

The other poorer qualities of oil are used for burning, as an

(Continued on Page 31)



By Alfred Elden

I WOULDN'T want to pose as one of those "I told you so!" fellows, but the predictions made in this department as to the present sardine season are being borne out. Early in the summer packers told me that there would be intermittent operation at some of the sardine factories whenever fish were obtainable, but they agreed that the real opening and steady packing would not be until the last of July or early August. And that is just the way the game has worked out.

For some reason the enormous spring schools of herring have not appeared in recent years, nor have there been fish enough to ensure regular factory operation until mid-summer. The early spring figure of \$10 a hoghead dropped quickly to \$5. This discouraged the weirmen over east and many refused to do business. The packers gave as their reason for cutting, the competition of Portland. The

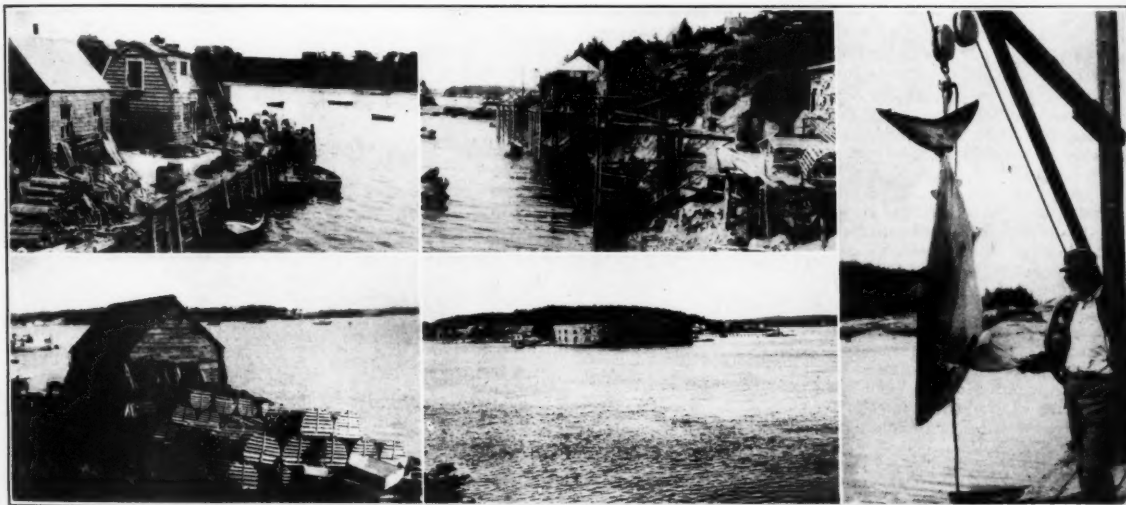
be set by auction and has been known to run as high as \$50, while \$20, \$18 and \$15-dollar fish were by no means uncommon. Under present conditions the passing of the small weirs that fish irregularly is becoming a certainty. Only the weirs that run regularly and handle immense quantities of herring can afford to operate at these present low prices.

Up to mid-July the inspectors appointed under the new state law had an easy time of it. The Department of Agriculture has been having its troubles from the fact that the new inspection law is supposed to be self-supporting, depending upon a fee of one cent per case levied on sardines shipped out from each factory. The inspection of all sardine factories is now mandatory under the new law.

Last year's pack was pretty well cleaned up in the winter. It was considered small—considerably less than 1,800,000 cases as against packs of more than 3,000,000 cases in years past. In all probability there will now be a short intensive packing season of four months or until Dec. 1 when the legal limit for packing expires.

With the careful inspection now required, and a disposition on the part of the packers to pay more attention to quality than quantity, Maine sardines are bound to be in better demand. By not carrying over large surplus stocks the packers make just as much money as in the old days. The short season hits the workers hardest—boatmen, weirmen and the factory employees.

What a season for big fish! The North Atlantic seems to be swarming with monster halibut, swordfish, horse mackerel and sharks. All swordfish records have gone by the board. Back in 1913 Capt. Georges Black, in the *Edmund*



UPPER LEFT: Picturesque Wharf at Mackerel Cove, Bailey's Island. Lobsterman's home, fish and bait houses, and piles of "knocked down" lobster pots. Nearly all the lobstermen now buy frames, runners, bows and slats made from oak, and assemble them. The home-made lobster pot of their forefathers is fast becoming a memory.

UPPER CENTER: Carrying Place Cove, West Point, near Cape Small Point. An isolated and little known, but charming fishing settlement in Lower Casco Bay. The chief industry is lobstering and a handful of fishermen set their traps in adjacent waters.

Casco Bay packers do have an advantage in freight differential and are accustomed to buy fish at lower figures than ordinarily prevail over Quoddy way. In eastern waters the fish are taken largely in expensive weirs and traps, while around Casco Bay and Boothbay Harbor, where the fish abound in western Maine, the less expensive method of seining is in vogue.

The price of herring has been dropping in recent years and now never exceeds \$10 a hoghead. Often, as the season advances, it runs as low as \$3 and occasionally \$2. Prior to the organization of the packers the price used to

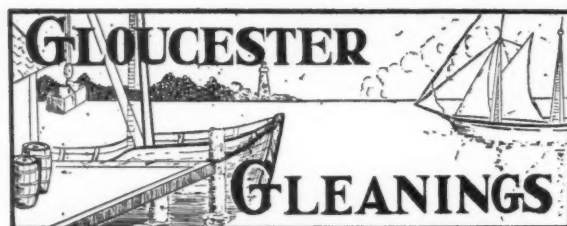
LOWER LEFT: A glimpse at Friendship Harbor. This is a great place for lobster fishing. The smacks of the Consolidated pick up fine trips of prime crustaceans from the Friendship lobstermen.

RIGHT: Mackerel shark brought in to Carrying Point Cove by a West Point fisherman. These chaps are reported as unusually plentiful in Casco Bay waters this summer. They are frequently found snarled up in the nets of the gill-netters and they cause much damage to twine.

LOWER CENTER: Fort Popham and entrance to the Kennebec River where half a century ago there was wonderful shad, salmon and sturgeon fishing.

Doughty, sailed home from Georges and took out at Boston 272 fine swordfish. Since then he has leaned complacently on his laurels. But when the vessels "hit their pace" in late July—well, it was a case of "going up!" The *Alice Doughty* unloaded 185 fish; then the *Irene & Helen* set a new mark with 287 fish; only to be displaced a day or two later by the *Olivia Brown* which took out 290 big swordfish at the Fish Pier! What will happen before the last trip is made to Georges remains to be seen. That it will be the greatest swordfish season ever, seems assured. At Portland eight

(Continued on Page 26)



By Eddie Goodick

TWO men, Samuel Muise and Jeremiah Fitzgerald, who went astray in the fog on Brown's Bank from the schooner *Natalie Hammond*, Captain Charles Colson, were picked up by Irving Newell from Clark's Harbor, Nova Scotia, about seventeen miles south of Sable Island. They were taken into Clark's Harbor and will be sent to their homes.

The schooner *Benjamin Wallace*, one of the few remaining vessels with gasoline engines was blown to bits by an explosion of gasoline. The *Wallace*, commanded by Capt. Edward Farrell, a brother of the late Capt. John J. Farrell who was killed in a similar accident on the schooner *Mary*, was swordfishing, it being her first trip this summer. She had ninety fish aboard at the time, and was about ready to return home, when the gasoline exploded, setting her on fire. The crew of eight men took to their dories and rowed a safe distance, where they watched the flames consume the vessel. Then they started to row until the *Gale* came down and picked them up. The *Benjamin Wallace* was an old time handliner, and was for many years commanded by Captain John Williams, now in the schooner *Azores*. She was built in Essex in 1905 and was about 90 feet long and about 49 tons net. This was Captain Farrell's first trip in the *Wallace*. The vessel was a total loss and was not covered by insurance.

Schooner *Maritima* total loss. Springs leak on Georges and finally sinks after being towed five hours by the destroyer *Burrows*. According to the skipper the boat had just completed one day's fishing, all hands being asleep below except the watch. About 1:30 a. m., he said he heard a peculiar swishing noise but thinking it was the sound of the waves splashing against the side of the boat he paid no attention to it. Continuing to hear it and feeling that the boat had settled somewhat by the stern he decided to investigate and upon entering the engine room he found that it was half full of water that was rushing in from around the stern post. Shouting an alarm, the watch aroused all hands. The engineer tried to start the engine, but the water was so high that the engine was useless so all hands turned to and manned the pumps in an effort to keep her free. It was just coming on daylight at the time and Captain Selig ordered the flag hoisted in the rigging union down as a signal of distress. The wind had freshened a bit from the northeast and it was getting rough. From five o'clock until eleven, the crew pumped and bailed but the water began to gain on them and dories were lowered over the side and preparations made to abandon the ship if necessary. The men stowed their luggage in three dories and made ready to leave, when they sighted a beam trawler about a mile to the windward with her drags out. The crew shouted, blew the horn and waved, but the steamer kept her course. In the distance a trail of black smoke loomed on the horizon, and soon the *Burrows*, plowing along on safety patrol of the banks, hove in sight. Her lookout sighted the *Maritima's* distress signal and he changed his course and bore down on the stricken vessel at top speed. Upon finding out what her trouble was the commander of the *Burrows* ordered the men to leave the vessel in their dories and bring a tow line with them. When this was done the destroyer started to tow the *Maritima* at a speed of five knots into smoother water where she could be pumped out. It kept getting rougher all the time and after being towed for five hours the *Maritima* settled by the stern and sank. The destroyer landed the crew at the wharf of the United Sail Loft Co. The vessel was valued at \$20,000 and was covered by insurance. She was commanded by Captain Farish Selig, and owned by M. J. Cooney, Captain Manuel Domingoes, and Captain Selig.

A new vessel for Captain Tom Benham launched at the yard of Arthur D. Storey at Essex. Immediately after the launching the boat was towed around to the wharf of the Independent Fisheries Company where she will be fitted for sea. The boat will be equipped with a 230 horsepower Bessemer Diesel engine.

Schooner *Pilot*, Captain Colin Powers, hauled out on Parkhurst's Railways recently for unusual repairs. During her last swordfishing trip the boat began to leak a little and the skipper decided to see what was causing it. After being hauled out it was found that the leak was caused by three pieces of swords which were stove through the bottom.

The committee sets \$20,000 as goal for race fund. Much enthusiasm displayed at recent meeting. Finance was the principal topic discussed at the second meeting of the American Fishermen's Race Committee at the Master Mariners' Association rooms. Wetmore Hodges presided. The commit-



The Lochinvar Leaving Portland for Georges Swordfishing.

tee after hearing the report of the finance committee voted to establish \$20,000 as the goal for funds to be raised for defraying race expenses. There were about fifty present. Frank R. Loeffler of the Gloucester National Bank was unanimously elected treasurer.

A tentative budget was submitted by Fred E. Morris, chairman of the finance committee, who was appointed at the previous meeting to consider the matter. He reported as follows: For administration, general office expenses, etc., \$600 to \$800. For fitting of the vessels for racing, \$12,000. For prizes, \$3,000. Mr. Morris suggested \$20,000 a goal for financing the race expenses, and a motion by Mr. Cooney to undertake that task was carried after some discussion. During the discussion, it was emphasized by Mr. Carroll that the owners did not want any one to contribute anything to make the *Gorton*, *Elsie* or *Mary* a sea-going vessel. In getting ready, it would be necessary to do some things which would be of value to the owners but there would be others, light sails, topmasts, etc., which would be of no value after the

race. It was such things, all necessary to make a race, that the committee would pay for. The matter of closing for entries was also thrashed out and it was finally voted to establish August 15th for the last day for entries for vessels to receive any financial assistance from the committee in fitting out for the race, although it was understood that any vessel desiring may enter right up to the time of starting the race. Chairman Hodges reported subscriptions of \$1000 from the Postum Company, \$250 from the General Seafoods Corporation and \$100 from Kellogg Birdseye and on a motion of Mr. Morris a rising vote of thanks was given the subscribers who had imbued the committee with a go-ahead spirit and backing up financially of what they believe in. On motion of Mr. MacLeod, it was voted to appoint a committee to formally invite Governor Allen to attend one or all of the races as a guest of the City of Gloucester and the Fishermen's Race Committee. Chairman Hodges announced that E. F. Hutton had placed his schooner yacht at the disposal of the committee for a judges' boat or for such purposes as they desired to use the craft. In reply to a query as to the possibility of municipal financial support, Mayor Parsons told the committee that if they would keep "Larry" Hart away from City Hall he might be able to do something. Under a legislative act

eries Company; the *Mary*, owned by Ben Pine, and the *Progress*, owned by Capt. Domingoes. Actual announcements of the racing skippers have not been made as yet but common gossip on the street is as follows: schooner *Elsie*, Capt. Norman Ross; schooner *Mary*, Capt. Ben. Pine; schooner *Thomas S. Gorton*, Capt. Wallace Parsons and schooner *Progress*, Capt. Martin Welch. This meeting of July 23rd was another enthusiastic gathering of about 35 members of the committee. In the absence of Chairman Wetmore Hodges, Captain Edward A. Proctor, vice chairman presided. The most important matter discussed was the change of the course. In previous races off here, the course has been from a starting line off the Eastern Point whistling buoy, then five miles along the back shore, then 10 miles over an equilateral triangle, back to the apex and return five miles along the Eastern Point shore to the point of beginning, a total of forty miles. The new course would have the start inside the breakwater, then twice around an equilateral triangle of five mile legs and back to the point of beginning in the harbor, a total of about 35 miles. It was the unanimous sentiment of the members present that it would be a very nice thing to acquiesce to the wishes of a large contributor to the race fund and to the public as a whole so that all could see the race from start to

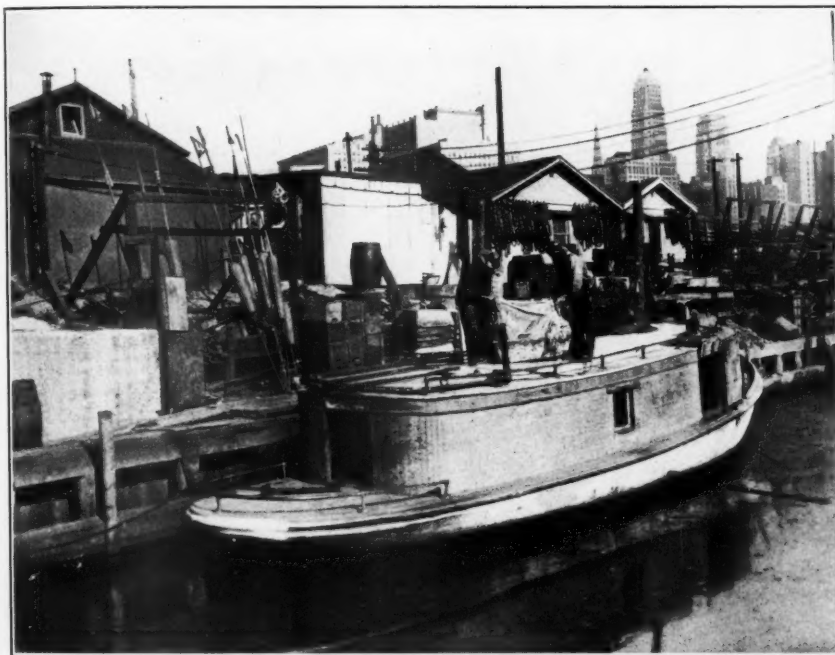


Photo by Wide World.

A Fishing Village in the Chicago Loop.

What appears like a miniature fishing community of the Down East Shore is the headquarters of Fred Waimer and his gang, who gill net out of Kinzie Street in the shadow of Chicago Loop skyscrapers. The Tillie H., their boat is reported to average 800 pounds daily from Lake Michigan.

the city was permitted to spend \$3,000.00 annually for advertising purposes and a good part of it had already been expended this year, while Cape Ann Day was coming. George F. Fuller told the Mayor that he would match dollar for dollar for anything that the mayor would save or produce which brought the retort from the mayor that Mr. Fuller had better get his pocketbook ready. The committee adjourned to meet on the following week.

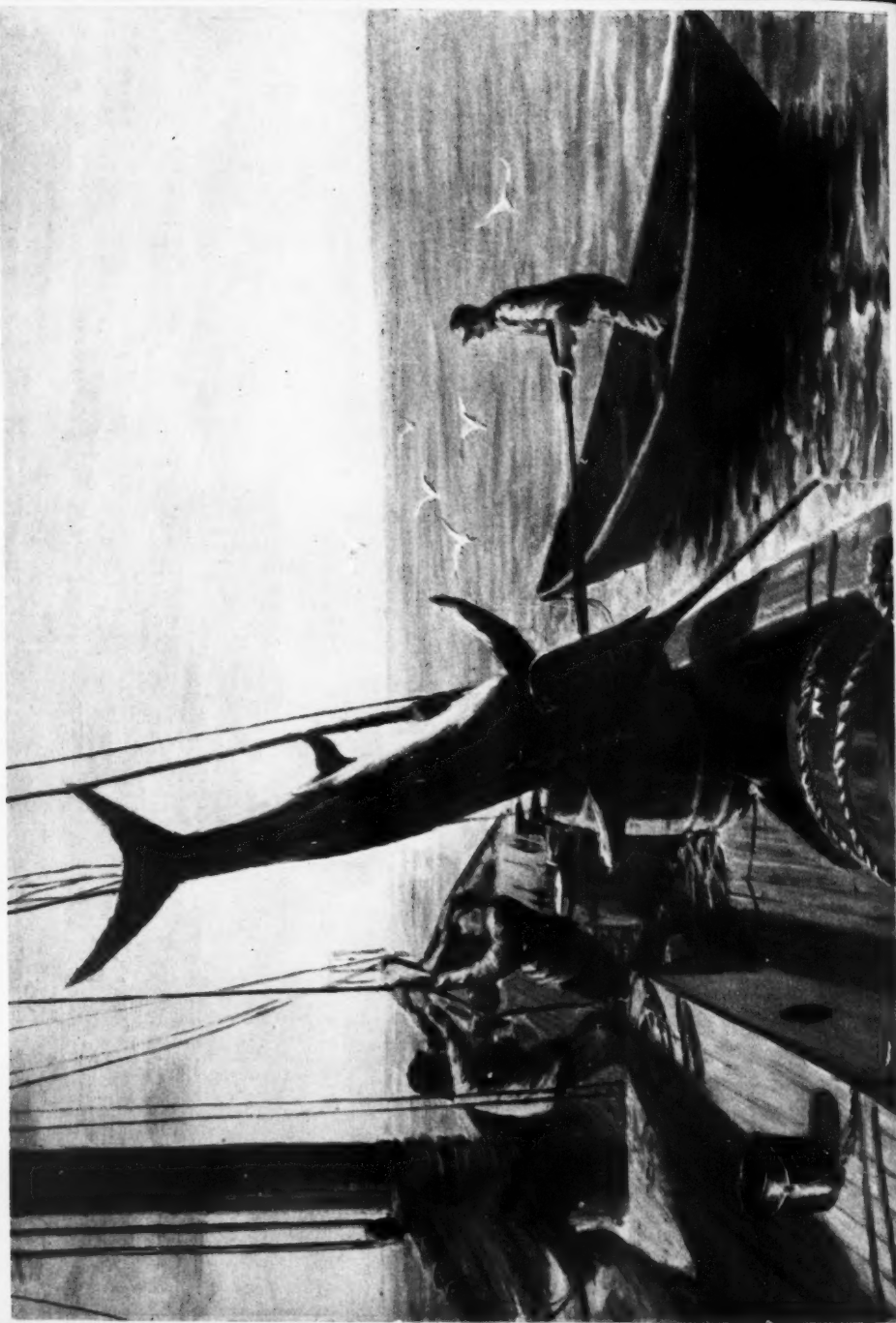
United Sail Loft Company busy on reconstruction work. In addition to the work of reconditioning the *Show Boat*, formerly the *Cora F. Cressey*, this firm is changing over an ex-subchaser for Capt. James C. Ellis, who will use her for seining and dragging. They also have the contract for fitting the new schooner *Geraldine* and *Phyllis* for A. L. Parker of Boston. Captain Colin Dorey will command this schooner, in the beam trawl fisheries. Capt. Dorey is now in the *Irene & Mabel*.

Schooner *Progress* owned by Captain Manuel Domingoes and others was entered at a meeting of the race committee held on July 23rd. As far as is known now, she will be sailed by Capt. "Marty" Welch of International race fame. The formal entry of the *Progress* brings the starting list to four schooners, the *Elsie*, owned by the F. C. Pearce Company, the *Thomas S. Gorton*, owned by the Gorton Pew Fish-

finish. With this idea in mind it was voted to request the racing committee to arrange such a course when actual racing plans were decided on. The Committee reported another \$1000 from Col. and Mrs. John W. Prentiss toward the fund and, in addition, their desire to contribute a cup or trophy to be used as the committee sees fit. Secretary Reed also reported the receipt of a very fine letter from Mrs. Louis Thebaud, accompanied by a check for \$500. This is in addition to \$1000 given by Mr. Thebaud at the first meeting. Nathan B. MacLeod reported for the committee that visited Governor Frank G. Allen that he was unable to definitely accept the invitation to come to Gloucester during the races but would endeavor to be present at least on one of the two days. Fred E. Morris, chairman of the finance committee, reported that committee had considered it not advisable to start an active campaign while the Y. M. C. A. drive was on. Mr. Morris also spoke for Hon. Frank E. Davis in regard to the Frank E. Davis cup. Mr. Morris said that due to the unsatisfactory attempts to resume International racing Mr. Davis had withdrawn all restrictions made in the original offer and that the cup was the committee's to use as they saw fit. It was voted to accept the Davis trophy and send Mr. Davis a vote of thanks.

(Continued on Page 30)

ATLANTIC FISHERMAN, August, 1929



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American Mfg. Co., Brooklyn, N. Y.
I write this letter to let you know that your
Gentlemen:

I write this letter to let you know that your
Gentlemen:

Fishermen rope that has ever been used on Block
Island. Our fishermen all say that the rope lasts
much longer than the coal thread Amco
and that it certainly makes the rope last much
longer than the coal thread Amco.

been used to using. Also, the water.
longer than the coal thread Amco.

I am sending you a piece of six thread Amco
but is soft and pliable in a lobster pot in
about 25 ft.) that was lost, probably cut off
(about 25 ft.) that was lost, probably cut off
March, 1927. The buoy was laid out this year when a
by a steamer and until June. He brought the rope
last winter, and it up. He brought the rope
beam trawler picked condition. Ordinary rope
me to show its wonderful long ago but as you can
me to show its wonderful long ago but as you can

would have gone to pieces condition -- Good black
see, this rope is in good condition.

to be used with safety another season. The fishermen here
treatment is still on the rope.

I am glad to tell you that the fishermen here
think so much of Amco. There is one ex-
ception: this party takes a rig of about 2,000 lbs.
and I expect to get his order this next season.

Amco gets the business.

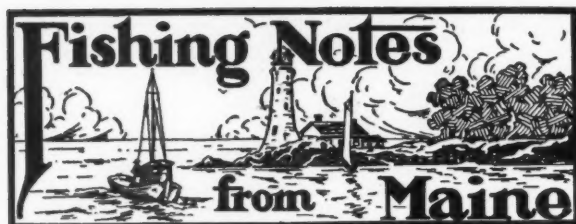
Very truly yours,

G. P. Dunn, Jr.

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By the Fisherman's Doctor

CRIEHAVEN fishermen had a hearing before the Sea and Shore Fisheries Commission on July 12th, and argued for close time on lobsters. There were two groups of men who argued for close time. It was decided that no lobsters may be taken between July 15th and Sept. 1st.

Capt. Ben Libby and Harry Holmes are the officers of the auxiliary boat *Eclipse*, of the East Coast Packing Company, of Machiasport, and are always busy.

Capt. Harry Gray for several years skipper of the Swan's Island steamer, *Vinalhaven*, and a friend of the fishermen, who has been of help to many of them, many's the time, died on July 13th at Stonington.

R. K. Wood caught a good sized Atlantic sea salmon in the Aroostook river the last of June. A fish way had been built over the falls. Judge Wood sentenced the salmon to furnish the dinner.

Herman Lunt of Frenchboro has sold his fishing boat to George Grant of Swan's Island. Lobsters are rather scarce at Frenchboro but hake are very plentiful. Warren Higgins last week brought in 9500 and Leonard Lunt 8000 pounds.

C. E. Howard at Eagle, is doing well lobstering. Charles A. Allen has a new Gray motor in his boat.

A fish boat, hailing from Boston, whose captain did not have proper papers was seized today by coastguardsmen and taken into Portland and held by U. S. Customs Department.

C. A. Morse and Son at Thomaston, have just launched a new ninety foot boat for John Hathaway of New Bedford. She is equipped with a 170 hp. Bessemer engine. The boat will fish off New Bedford.

The smack, *Consolidated*, got a cargo of lobsters at Friendship and carried them to Boston.

Capt. C. M. Torrey, of Rockport, is in Bath making arrangements for having work done on the *Virginia*, from Friendship.

The *Thelma* of Thomaston, Capt. Josiah Poland, has just taken 9000 pounds of lobsters to Portland, and the *Aspinet*, Capt. Wallace, took 6000 pounds to Portland a few days later.

Perry Wotton of Princess Bay, N. Y., is visiting fisherman W. J. Wotton at Friendship.

Jack Burd of Long Island, N. Y., and Whitney Wright of Hyde Park, Mass., were swimming near Thrumpeap off Christmas Cove when they saw what looked like a shark's fin cutting the water near them. They pursued in the small boat and attacked the big fish with their oars and rammed it with the boat and eventually subdued the fish which fishermen pronounced to be a three hundred pound sunfish of a species very rare on the Maine coast. It took four fishermen to land the monster on the shore. It was quite an experience for the Massachusetts boys.

Charles Lawry of Vinalhaven, is haking out of Minturn and is bringing in good fares of fish.

Parkers Lobster Pound at Searsport is a very busy place and hundreds of cars from all over the state are parked there on Sundays while summer visitors are getting filled up with freshly cooked lobsters. The Outing Club of Rockland held a picnic there and there was a very large attendance.

Criehaven and Matinicus will be connected with telephone cable which will be of much benefit to the fishermen. Matinicus Rock Light Station already has telephone connection with Whitehead. It is planned now to run a cable from Two Bush to Matinicus Island and from there to Criehaven and thence to Matinicus Rock. A distance of several miles is saved that way. The outlook is encouraging.

Steamer *Havorn*, arrived in Portland early this month with the first cargo of salt which has come in since early Spring. The *Havorn* brought 1030 tons of Spanish salt.

The *Natalie B.* of Monhegan, brought 12,000 pounds of seined native mackerel into Portland recently, and found a good market.

A fine eleven pound salmon jumped into the boat of Lathrop Caldwell on July first. Caldwell hailed from Brewer. The fish had not been hooked.

Ralph Bagley landed a twenty-four pound salmon from the pool in Denny's river on June twenty-second. It took two hours to play the fish.

Two large factories are soon to be opened for the balance of the season dating from July 15th.

The canning plant has just reopened so some prospect must be in sight for improvement in canning conditions.

The Holmes sardine factory at Robbinston, fifteen miles from Eastport, is being prepared for opening as soon as there are enough sardine herring in Passamaquoddy Bay.

Abraham Lodge of Eastport, for many years employed in local sardine factories, for the last few years superintendent of the Seacoast Canning Company, has gone to Portland as superintendent of the new sardine factory of the Eastern Packing Company.

Plenty of fresh caught haddock at moderate prices are now on hand in Eastport. Pollock, cod, hake and halibut are also available. Lobster and salmon are not so plentiful, but can be found if sought for, though prices are high.

Three sardine factories along the Maine coast at intervals of about forty miles constitutes the chain of plants of the Underwood Canning Company. The largest of these has just been completed on the Messer Wharf at Rockland, and covers about two acres. The stands where the little fish are processed occupy a distance of four hundred feet. The plant is thoroughly up to date, and is completely equipped with modern machinery. Power is furnished by two boilers of 300 hp. It is planned to use this factory when not actively engaged in canning as a distributing plant for the other factories. Three grades of sardines are packed, and at the close of the sardine pack it is planned to can clams. A new process in canning used nowhere else except in the Jonesport factory, makes one of the brands distinctive. The process is claimed to be the most sanitary in the state. To can 40,000 cases is the hope and expectation of the Underwood Company. The only drawback so far has been the scarcity of sardine herring. The Underwoods pack sardines, clams, clam bouillon, clam chowder and fish cakes. At Watertown, in Massachusetts, the company packs a variety of meats. Two smacks are operated in connection with the Rockland plant, the *Alice*, under command of Capt. B. B. Reed, and the *Moosabec* under command of Capt. H. A. Beal. The superintendent of the Rockland factory is Eugene Kelley who has been in the sardine business twenty-eight years. His chief assistant is Ernest Quinn, of Machiasport.

The pack of last year was considered small for the sardine season. It was about 1,800,000 cases. Three million cases used to be disposed of in an average season. A small pack will prevent an over stocked market which isn't very likely to prevail. All the canners use the same kind of herring, and supplies of oil, mustard and sauces are very similar. Methods in canning differ some but not greatly, although there are some brands in which great care is used, but all brands now under the present inspection laws are bound to be considerably improved.

A new stack has been installed on the plant of the American Canning Company recently.

Captain Ed. Smith in the schooner, *Sunapee*, put into Boston and landed 100 swordfish recently. He got them on Georges bank.

Captain Enoch Small is spending the balance of the summer season in Belfast, returning here from Gloucester after having been shipwrecked and adrift in a dory three days and three nights without any food or water. He was in the Gloucester schooner *Alice Marshall*, under Capt. Amos Smith, of Gloucester. The vessel was run down by a German steamer in the night on the Western Banks about 140 miles out and eighteen men were drowned. Only the Captain and Smith were saved. After a very uncomfortable and harsh experience they were picked up by a Norwegian steamer and were brought into Portland. The steamer cut the bow of their vessel completely off.

Capt. Small was born on Deer Island and has been frequently in Belfast, and for the past forty years has been fishing out of Gloucester, and now makes his home at Sailor's Snug Harbor on Staten Island. He is now 76 years of age, and was never wrecked before. He lost everything except the clothing he had on. He hopes to pick up enough odd jobs to keep him going and provided for during the summer.

Schooner *Bernie and Bessie* brought in 11 swordfish, and the *Annie-Louise* brought in 85 fish.



By Joseph C. Allen

"**B**USINESS as usual" and plenty of it, is the motto of all our Vineyard sea-skimmers at this writing. This is the beginning of the most hectic part of the summer season with us and every lad is humping himself to get the last ounce of speed and energy out of his system.

All hands are well tanned and salted and most of the boats show a raw strip in the waist from hauling pots and other gear over the side, and now comes August.

Last month was a hum-dinger from every point of the compass. No rain, red-hot weather, and every day pleasant ashore. Afloat, it was some different at times, for we had several breezes that would turn a flannel shirt wrong side out while a man was wearing it, and we had a touch or two of fog so doggone thick that when a sword beached he couldn't get back into the water again for hours.

Fishing measures up to the average of late years, taking it all in all. The hand-liners haven't done quite as well as

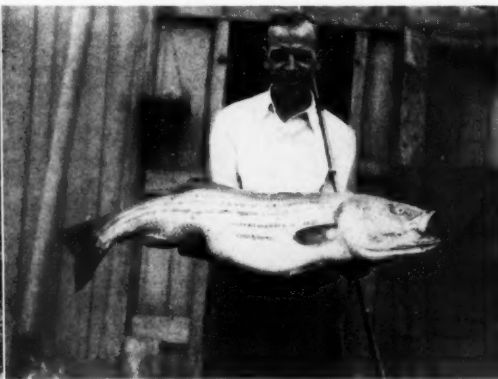
gets fish and another, right alongside, don't get a smell. Sometimes changing the net will change the luck with it and even the best fishermen get slim catches on ground where another chap will fill his bag. But it doesn't take many of these flukes to make a day's pay, for they bring about a dollar a piece.

Of late, since some of the boats began dragging for yellow-tails for bait, they have been running into quite a lot of haddock and these fish are marketing about as well as they ever do at any time of year. They come with the yellowtails, that the lobstermen buy for bait, and the culling is easy and quick.

The swords are not running as close inshore as they did last year, but they are fairly handy and about every small boat has taken one or two, while some have run the score up to half a dozen. This means the lobstermen who carry an iron, "just in case". We have some rather small boats that don't do anything else, and naturally, these lads go out and knock 'em for a row of stove-in kegs. With the vessels, our Vineyard luck is still going strong. Capt'n Bob Jackson came into Boston on the week of the fourth, with 166 fish and only ten were babies. The crew shared over three hundred berries each which gave them a share of seven hundred and fifty dollars for five weeks up to that time. Up to this time, this is the high-line share, but there are some of the vessels that are giving Bob a run for his money.

Capt'n Horace Hillman came in with 124 on his first trip and a second one even better, while Capt'ns Claude Wagner and Abe Osborn are heaving lusty irons and connecting.

Lobsters were a trifle late in showing up, but they have arrived in time to save the season without any trouble and



Substantiating Joe Allen's Fishy Stories

LEFT: "Tatters", the dog that digs and sells clams for hot dogs.

RIGHT: Walter A. Perkins of Oak Bluffs with a 31-pound bass.

they did last season, but somehow they haven't been able to stay on fish. The seup and sea-bass are running large and whenever the fleet anchors over 'em, the fares are very good. But the critters are restless and move often. One of the best week's fishing the boys had was during a breeze that would have kept them ashore in most seasons. But somebody caught a fish or two, and they got word that the market was up, so out they piled and anchored on Cross Rip in a sea that looked like the Rocky Mountains gone crazy and there they laid, with life-lines around 'em, fast to the quarter-cleats, to keep from going over the side. But they got quite a jag of fish and drew a very fair price for 'em.

Mackerel, especially blinks, have been very thick for over half of the month. They have begun to taper off somewhat at this writing, but the schools reported a month ago stuck right around for two or three weeks, and nothing appeared to thin them out any.

The traps have taken more mackerel than anything else, for the seup and butters haven't come in around the gear much. There are plenty of butters reported nearby, Sagamore and Provincetown making a couple of killings apiece, but our traps haven't taken many. Still, we know that the fish are here, because every once in a while some dragger will haul up a few.

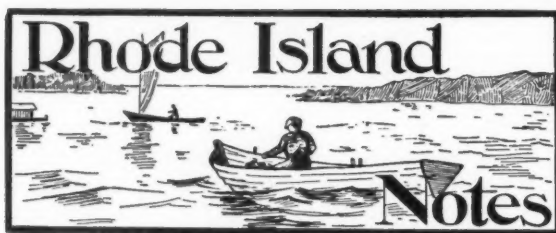
While authorities differ, it seems as though there are more flukes than common, and they run larger, too. There have been more flukes marketed locally, than for the past four years, and practically all of the small draggers are getting them now. A peculiar thing, this otter-trawling. One boat

there are more pots in, on the word of some of our oldest fishermen, than were ever seen in these waters since old Opekankino first learned that lobsters could be eaten without causing instant and painful death. We reported last month that the buoys were thick, which was no exaggeration. But they are thicker now. The lines foul every time the tide turns and the things are getting so that certain sections of water will be closed to navigation except for sailing vessels, if they get any thicker. The lobsters get so galled trying to decide which pot to go into that the boys take 'em out all limp and weak, with dents in their shells where they have tried to turn their heads. The price has been up to thirty cents at the ear, but it dropped when the school struck to two bits and twenty-seven.

The destroyer fleet has showed up, twenty-odd strong, but it appears that the work that was done last winter by the fishermen, our representative, Capt'n Ernest Dean, and Commander Guy Davis, has done some good, for up to date, with the fleet steaming around for about two weeks, not a man is willing to blame the loss of a single pot to the destroyers. Naturally, some pots have been lost, and the ships have hooked up a few, but at least one lobsterman is willing to admit that he set, unknowingly, in the charted channel, and blames only himself for his loss.

Things are looking up with the shell-fishermen. Quohaugs went up the very last of June, to the best price they have brought since a year ago last March. They had nearly reached that mark early in the Spring for just one week, but

(Continued on Page 27)



By Henry H. Brownell

ALL expectations to the contrary we did not send any one to Washington to help out conditions that up to the latter part of July had been almost intolerable. The price situation shows material improvement from all angles. The bull rakers in Seaconnet River have been enjoying the late improvement in the market for clams in Fulton Market. Some complaint is being heard from some of the rakers that they have been over a year getting their Health Permit to ship to New York.

Although some of the readers of the ATLANTIC FISHERMAN no doubt have only a condemnatory idea of the much discussed trap law, they must admit that it works 100% better than any previous regulation. It has worked out so well that the fish have forgotten where Rhode Island is as far as the trappers are concerned. Coggeshall Brothers have taken out their outside traps and probably will not set in again this season. They have put one of their boats dragging for fluke with Norman Brownell skipper, the flukes have been fairly plentiful for this location the last few weeks.

Manuel Bonus, captain of the bay dragger *Spray*, has had the misfortune of losing one finger as a result of a fish bone causing blood poisoning.

P. R. Brownell who was going to run two traps if he didn't feel lazy has been very successful with his traps the last few weeks, sardines and spike mackerel making up the bulk of his catch. In fact he is so ambitious that he has to go seining for sardines nights to use up his surplus energy.

Although no weak fish of any amount have been caught around Newport or in Seaconnet River, the trappers at Point Judith have caught a fair share. The Lewis Brothers at Wickford, who are the oldest stub trappers in Rhode Island have had some nice catches of weaks. Menhaden that earlier in the season gave some promise of appearing in their old time abundance are almost as extinct as the dodo, bluefish of the smaller size have been seen schooling in Narragansett Bay although no catches of any amount have been made by the traps. Fishing around here must have been pretty poor a month back, some fishermen having gone into so many other vocations such as yachting, roofing, painting, boatbuilding, anything but fishing.

About time the lobstermen were doing the best, Uncle Sam decided that he would run some of his best buoy clippers around among their gear, and although this area was charted as restricted and not for manouevers of the fleet, nevertheless they caused much damage. Representations have been made to Congress by U. S. Representative Clark Burdick for reimbursement of the lobstermen's losses. This is an annual happening in Rhode Island. Sometimes the war is over around Block Island but this time they picked on Newport.

A new comer in the field of transportation companies running fish to New York by truck is the New England Transportation Co., a closely related company of the New England Steamship Co., that has been losing so much of the freight business of the fishermen to the trucks. It is thought that the new plan is to ship part way by truck, then on an express through to Harlem River.

The trappers that have been having such a dry time of it have not been enjoying any improvement these last few weeks but the inside trappers have been doing very well in comparison.

On my last trip to the big city I was down through Fulton Market doing a little checking up on the business. About every variety was bringing good prices. I haven't got my returns for my fish that arrived that day but I have an optimistic feeling which don't cost anything.

Maine Activity

(Continued from Page 19)

schooners in six days landed a combined total of 1,114 fish which stocked \$25,000.

The mackerel sharks make a lot of trouble for the fishermen. Ordinarily they run from 8 to 10 feet, and like the swordfish spend much time at the surface on calm days. They have a habit of getting snarled up in gill-nets, and rolling themselves up in an inextricable snarl of twine. The Italian fishermen bring them in to market and almost always they can be sold for from 4 to as high as 10 cents a pound.

August and September are the best months for the horse mackerel or tuna fish in western Maine waters, and they were just beginning to appear in large numbers the last of July. A number of sportsmen from New York, Washington and some western cities plan to put in the whole month of August in an attempt to land the big fellows by rod and reel, *a la* Zane Grey.

It also looks like a fine mackerel season on the Maine coast. To me the most interesting thing about mackerel is the way they school together as one unit. The individual schools seem to stick together the same as tribes of people. A peculiar thing is that a vessel may catch 40,000 pounds of mackerel and no two fish will vary in size and weight more than a trifle. For example, one vessel may be taking two-pound mackerel from one school, while another vessel half a mile away will be getting pound and a quarter fish with only a few ounces variation.

Generally the mackerel is an exclusive fish although sometimes the seiners find a few shad or alewives or other species mixed in. Why they hold together so is something even the ichthyologists can't explain. Some say "feed"; others, "protection from their enemies"; but most fishermen confess that it is simply "thar natur"—a sort of prenatal instinct of sociability such as prompts many birds to fly in great flocks. No fish has more enemies. The attacks of the sharks, whales, porpoises and dogfish probably take more toll from the mackerel schools than all the fishermen combined catch for human consumption. But, like herring, there seems to be no diminution in their numbers despite the odds against them.

Chester E. Greenleaf and A. G. Adams, both connected with the U. S. Fish Hatchery at Boothbay Harbor, have built up a fine business in supplying seals to aquaria and shore resorts. They recently sent nine in specially constructed tanks to Atlantic City and Montauk Point. Good specimens are captured in the Sheepscot Bay waters in nets and frequently bring as high as \$50 each. As high as a dozen have been shipped in a week. Last Fall two fine specimens were sent to Miami, Florida, for winter exhibition.

Down on Commercial Wharf at Portland recently I saw an Italian gill-netter cleaning out his nets, come upon a fine, fat specimen of sea-urchin. He broke it in two, threw his head back and swallowed it raw with gusto—or something like that. Made me shudder a bit, but really these urchins or sea-eggs have been considered delicacies by many for centuries. They were considered the *chef-d'oeuvre* at banquets given by the ancient Greeks and Romans. They were eaten raw, like oysters, or boiled which turns the flesh red. In France sea-urchins are occasionally boiled and eaten from the shell like a hen's egg which gave them the name they sometimes bear of sea-egg.

Heretofore, I had always supposed that sea-urchins were left chiefly to the sea-birds which take them aloft, drop them on the rocks to smash the shells and then eat them. But I learn that there is a steady market for them in New York where hundreds of barrels are sent each year and sold to the foreign population. For that matter quantities are taken and shipped to the metropolis from Passamaquoddy Bay waters.

Luther Giles, a veteran fisherman out of Casco Bay, back from a halibutting trip on the Newfoundland Banks, picked up an old lobster pot on his longline. In it were four lobsters weighing better than three pounds each.

How long they had been imprisoned was a mystery. The pot was covered with barnacles, seaweeds and other marine growths. It must have been swept out from near shore lobster grounds in Nova Scotia and may have lain on the bottom weeks if not months. The four lobsters must have obtained their sustenance from animal matter in the water, and doubtless had grown much larger than when first caught. It raises an interesting question as to how long a lobster will live in the water without direct feeding.

A contract has been awarded the Boat Harbor Marine Railway Company, of Newport News, Va., for the construction of a new power vessel authorized by Congress for the use of the Bureau of Fisheries at Boothbay Harbor. The cost of the new craft will be \$37,686 and she will replace the old *Gannett*.

After 30 years in the Hampton boat fishing business out of Casco Bay, E. H. Miller, of Great Chebeague Island, has moved to Augusta and opened a fish market.

Conspicuously painted on the roof of the newly built David Blanchard sardine factory at Eastport, in letters 14 inches long, yellow on black background, is the word "Eastport." It was placed there by the sardine packers as a guide to airmen, the first of its kind around Passamaquoddy Bay.

I don't like to discredit anybody's performance with a fish line, but I'm wondering at the story of a 287-pound swordfish landed at Portland, and said to have been caught on a hand-line by John Muse, of the Gloucester halibuter *Pilgrim*. The skipper took out 25,000 pounds of halibut and the solitary sword and Muse was paid some fifty odd dollars extra for it as his share. Portland papers described the struggle Muse had for an hour and a half before getting his fish. I've heard of swordfish becoming entangled in long-lines, snarling themselves up and drowning, when it became possible to haul them slowly up. But this is really the first time I ever knew a man successfully to "plug-fish" for a 287-pounder!

Glad to note that Wells has appropriated \$28,550 for the con-

struction of a sea-wall at Wells Beach. It is to be built on top of a natural breakwater of ledges and one section will be 900 feet long, and the other 300 feet, all of cement four feet thick at the base and 10 feet tall. Heretofore all the "harbor" the Wells fishermen have had for their small boats is precarious moorage behind the ledges which are awash at high water. In storms the big seas sweep over them and then it has been a case of rushing the boats ashore and windlassing them up out of harm's way.

Lyman H. Merry has nearly completed a new sardine factory on the east harbor shore at Boothbay near the old Neptune Packing Company plant and expects to take fish in August. It was nearly ready for business the last of July. Most of the herring for the Casco Bay factories up to August 1 were taken around Boothbay and the Sheepscot. Even the Eastport cannery are sending their smacks to these waters for supplies.

H. I. Phinney, an experienced fisherman and fish dealer from Nova Scotia, went to Boothbay Harbor last February and leased accommodations in the old Maddocks Packing Company buildings. He has done so well that he has renewed his lease from Luther Maddocks and it looks as if the Boothbay Harbor fishermen have a permanent market for their catches.

Phinney had paid out up to July 1 to the small boat fishermen nearly \$14,000 for their fish. He has shipped to Boston and New York more than half a million pounds of fresh cod and haddock iced in boxes and expressed. He has also salted down more than 300,000 pounds. Most of these fish are taken not more than two or three miles offshore. Just now the local fishermen have been bringing in quantities of big steak cod weighing from 50 to 60 and more pounds.

A life-long resident of Popham Beach, now past 80, recalls when the mouth of the Kennebec River was wonderful fishing ground. "Used to be a big fleet of boats come into the river after the shad, salmon, sturgeon and other fish," he recently told me. "The fishermen caught them in seines and drift-nets, lots of them. Sturgeon would average around 125 pounds. Once in a while they would get one that ran as high as 200 pounds. Occasionally a sturgeon would get in to one of the old brush weirs that were plentiful in the Kennebec half a century or so ago."

"I don't ever recall that a sturgeon ever broke through the sides or walls of a weir, although if they had known their own strength the barrier would have been nothing for them to smash. A sturgeon doesn't seem to be the wild sort of a fish that the shark and horse mackerel is. Let either of those two chaps stray into a weir and if you get them before they have wrecked the place you are lucky."

"That reminds me of a queer thing about herring. Just now the weirs are catching thousands of them for the sardine factories. Now, a herring will swim into a weir and never go nearer the walls than a foot or two. There may be holes enough for a shark to swim through but the herring sees the shadow of the weir in the water and seems to think it is an impassable barrier."

"In building a herring weir the only thing to remember is not to put the opening and the lead-in facing the east. If you should make the mistake of leaving the entrance on the east side the fish in the morning will swim right toward the rising sun and right out of the weir. Put your opening elsewhere and they will never make an attempt to escape."

"Speaking of shad—why, we used to use them for fertilizer 50 or 60 years ago! They followed the river clear up to the falls at Augusta, went through the fishway there and on to Waterville, and a few shad and salmon both would enter a fishway there and go nearly to Fairfield. Pulp and other mills drove them away I believe."

"Let's see, as late as 1896 records showed 100,000 shad were caught in the Kennebec mostly between Popham and Bath. Everybody ate shad until they were sick of it, fresh or split and salted, while the lobstermen and trawlers cut them up for bait! Nothing like that today. We do see a few shad taken around here and once in a blue moon a sturgeon gets tangled up in somebody's gill-net, but such incidents are just reminders of the days when they were really plenty."

With the Vineyard Fishermen

(Continued from Page 25)

dropped as quickly as they rose, so that no one thought this last rise would be permanent. But it went even higher, a week later, and we have had quotations of eighteen, twelve and six or seven dollars a barrel on the three common grades, for over a month now, and everyone is feeling cheerful. There are some selected quohaugs that bring even more than that, but these figures are on the regular run.

How many sea-skimmers ever heard of "wequashing"? Don't all answer at once. It's an old Indian term that means spearing eels with a light. Around the bight at Menemsha, where the boys hunt up some new kind of work to do when they want to relax, they get the "conger eels" so-called, in this way at times. Hardly anyone spends much time at the game, but as before mentioned, when someone feels like playing, he will sometimes take a whirl at it.

Ernest Mayhew rates high as a wequasher, and he is a mighty man with the spear. When Ernest gets that twelve-foot weapon in his hands, every cussed thing that moves is game and if it don't move, then so much the worse.

On his latest trip out, he and his nephew, Ben Mayhew, Junior, got a sugar barrel full of eels. This was just a pleasant summer evening's work. But Ernest came in with his hands mangled and several holes through his oilskins. He just has to jab at everything that he can reach, according to observers, and it looks very much as if he tried to mix a leg or two in with the eels.

The Vineyard, in summer is a rather fishy place in spots, and even the dogs take to fishing. Bill Crowell of Vineyard Haven, who tends the quohaugs pretty close, has a dog that goes with him in his boat considerable, but it doesn't catch 'em. But John



By J. R. Leonard

WE have had two severe explosions in the vicinity of Long Island in the past month. Explosions on yachts, both of them, caused by "gassing up", and starting of generators before the gasoline fumes were expelled. The latest of the two, James A. Stillman's yacht *Wenonah II*, while lying at anchor in Hempstead Harbor, L. I., on July 16th, suddenly blew up and burned to the water's edge. She had just taken aboard 2,000 gallons of gasoline, after which her generator was started to charge her batteries. It was thought that a spark from the generator ignited the fumes of gasoline from her tanks or bilge. William Uhe, assistant engineer, was severely burned and Chief Mate Chas. Knutsen, of Newport, was probably killed, as he has not since been found. The force of the explosion hurled the stack and much of the superstructure amidships high in the air. Mr. Stillman was not on board. The yacht *Wenonah II* was formerly named *Modesty*, was 125 ft. long, of 143 gross tonnage and 97 net. She was built in 1920 at a cost of \$200,000. On Friday the nineteenth, over the spot where the yacht sank, very touching memorial services were held for Chief Mate Chas. Knutsen. The mast of the yacht, barely visible at low tide, was surrounded by yachts, from the deck of one of them Rev. Hartley J. Hartman of the Sea Cliff Methodist Church read the sea burial service, after which small boats circled the spot and hung wreaths on the mast. Other flowers were strewn over the water by the mourners. Mrs. Olga Knutsen, widow of the mate, Helen, twenty-two, Reginald, twenty-three, daughter and son, were among the mourners.

A sale of wide interest was announced recently. The Postum Company, Inc., and the North Atlantic Oyster Farms, Inc., have negotiated the purchase of the Blue Points Company of W. Sayville, as well as a number of other Long Island, Rhode Island, and Connecticut companies in the oyster industry. The North Atlantic Oyster Farms, Inc., was incorporated under the laws of the State of New York, July 1, 1912, succeeding the Sealship Oyster Company. The following are subsidiary companies of the North Atlantic Oyster Farms: The Connecticut Oyster Farm Co., Long Island Oyster Farm Co., Rhode Island Oyster Farm Co., South Norwalk Oyster Farm Co., Producers Sales Co. and Blue Points Co.

Fishing hereabouts is at this time of writing a peculiar subject to write about. One week I could tell you of the large numbers of sea bass being taken and next week they would dwindle away, only to return the next day or week. Weak-fish that apparently had refused to take the bait for the past four weeks are biting again in Peconic Bays. Mackerel did not show as well this year and their season is over. Lobsters are very scarce and these fishermen will not much more than get interest on their money invested. Blue fishing has evidently struck in again. Fair catches are being made at Gardiners Point, trolling, though not showing much elsewhere. Swordfishing is practically over, and to most fishermen, not as successful as last year. The best of the season opened up with heavy fogs of days and days duration, followed by days of high winds, making it difficult to sight the fish, even if you were hardy enough to venture out. The break in the weather found the fish much farther eastward making a long run for Montauk fishermen. Capt. Benjamin Walther of Shelter Island seems to catch as many blues as any of the fishermen hereabout. His nets usually yield a few.

Next Fall should see a very good scallop season. Reports from Peconic Bays and Shelter Island Sound waters show good sets of these shellfish. Hard clams have shown up well in these waters of late and many fishermen have been busy.

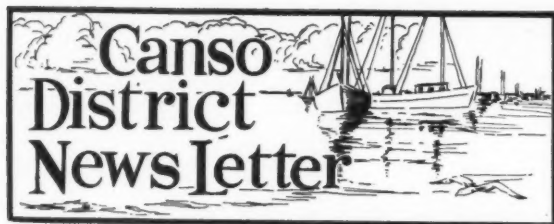
Quite often whales have been seen off the southshore of late. While this has thrilled many an old timer at the sight, there has been no boat put off for their capture as in days gone by. Men in those days would leave the preacher in the middle of his sermon at the cry of "Thar she blows!"

Rear Admiral Phillip Andrews, U. S. N., has designated the old firm of William J. Mills & Co., of Greenport, sailmakers, to make the lower studding sails for "Old Ironsides" the old time frigate *Constitution*, now being reconditioned. Making sails at one time was a large industry in Greenport, where many large whalers were fitted out. The Mills firm, though busy fitting out racing yachts, are proud to be permitted to make a real sail for a real ship.

Capt. James Elton, retired, died at his home in Riverhead, Monday, July 1st. He was in his 75th year and has been in poor health for months. Capt. Elton began his seafaring career at the age of 12 years, and commanded his first vessel at the age of 16 years. He, at one time, captained the steamer *Long Island* on the New London-Sag Harbor run. He is survived by a widow, one sister and one brother, all of Riverhead.

Conroy, who runs a fish market right at the edge of the swash has an Irish Terrier named Tatters, who, he claims, not only digs 'em, but brings them to market. Tatters is a clever dog, and of good breed but there are those who are skeptical regarding John's claim that the dog trades the quohaugs for frankfurts at the grocery store. However, here is a picture of the dog, taken, so John says, just after he had delivered a mess of the bivalves and was waiting for his pay.

Last month we reported something about the striped bass and now we are shipping along the proof. The pleasant looking gentleman in the picture is Walter A. Perkins of Oak Bluffs who is holding a thirty-one pound bass that he snaked out of the sound. In the past years these fish were very plentiful around the Island, but until this year there has not been any number of people fishing for them. About one or two hauls have been made each season when a bunch showed up. But now, they seem to be everywhere and any number of men are fishing for 'em, either for sport or profit.



By Cecil Boyd

THE month of July this year has been the driest and finest for years, with practically no fog on the shore here. However, the first part of the month was rather on the windy side for shorefishing, but since then the fishing has been good all along the shore. Near the middle of the month there were a few days that bait was scarce, and it looked for a time as if the old sad story of the past years, that of no bait to be had following shortly after big runs of the same because of lack of storage facilities, was to be repeated. It was because of these intermittent periods of too-much-to-be-disposed-of, followed by too little or none at all, that the agitation was begun last year by the Fishermen's Federation and the local Board of Trade for some remedial action by the Government in the way of bait cold storage. However, to get back to the present, the shortage was relieved this month by some catches of herring on the 16th and following days. There was also plenty of squid taken about the 18th of the month.

In my last month's notes I referred to the subsidized fish collecting service, which is again in operation this summer. Since that writing the number of collecting boats landing at this port has been increased. There have been about eight on this service during the present month of July. The gas schooner *Bessie L. Morse*, Captain Verge, was one of the later additions. This carrier had been operating from Ecum Secum along the eastern shore to Halifax County to Halifax, and landing there, but she was shifted to the Canso district, running from the latter port all the length of Guysboro County to Marie Joseph. Another one added was the gas schooner *Maripac* of Pictou, N. S., 35 tons, Captain Robinson. This carrier, which was not a large one, also had a long run, and found that the expenses of gasoline, etc., made the business unprofitable for the owners, and after a few trips, she was taken off and returned to Pictou. Her place was taken by the *Mary E. Kenney*, Captain C. L. Thurber, a crude oil boat of 40 tons. By the way, the name of one of these smacks mentioned in my last month's letter got a little twisted, and I would like to correct it. Instead of the *Florence Dmer*, the name should have read *Flor Del Mar*. This boat has now gone off the service.

With good fishing, the concentration of so many carriers at Canso, covering such a long coastline, including the whole length of Guysboro County and the shore of Cape Breton, resulted towards the end of one week in a regrettable situation of congestion here. The Maritime Fish plant, which handles about all the Government smoked fish, became overstocked, and had to stop buying for a few days. The collecting boats were laid off their routes from Friday until Tuesday. A portion of the later receipts were shipped to the plant of the National Fish Company at Port Hawkesbury, C. B., for salting, and things are now back to normal again.

The lobster canning plant of Ansley W. Fader, Ltd., finished operations for this year about the 18th of July. Although the open season in this section closes June 20th, along the Cape Breton shore it does not end until July 15th, and the factory here continues operating during the period between those two dates with lobsters taken on the Cape Breton coast and smoked at Canso by the Fader Company smack, the *Lucinda Helen MacKenzie*, Captain Wm. MacKenzie. The quantity of lobsters handled by the plant was about equal to last year's, although the smack was out of commission for a while through an accident to the engine.

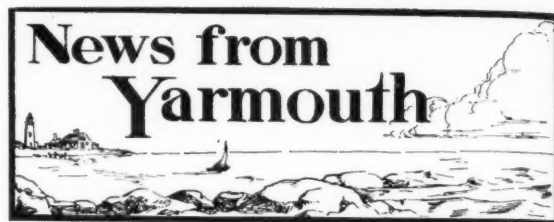
The first firm in Nova Scotia to install a Kolbe Floating Pan freezing system for freezing fillets is said to be the Leonard Fisheries, who have just recently finished equipping their plant at Port Hawkesbury with one of these systems. This plant, like others of its kind, is built on the floor of the cold storage room and covered over, thus leaving the room still available for cold storage purposes. It has raceways 360 ft. long and will have a freezing capacity of 18,000 lbs. of individually frozen fillets per day. Haddock fillets are expected to freeze from 30 to 40 minutes. It is said that a number of New England fish plants have installed this system during the past year.

Captain Charles Mosher, in his schooner *Hockomock*, who was freighting this spring, has gone to Souris, P. E. I., with 75 hogsheads of salt, where he intends to buy fish and salt them in his craft.

Captain George Harnish, of Dover, Guysboro County, recently bought a fishing boat, the *Aileen Gladys*, from his uncle who lives to the westward of Halifax. Captain Harnish disposed of his old boat, the *R. H. Milford*, to some young fishermen of Dover.

Captain John Kennedy, Jr., of the fishing boat *Ram*, and President of the Canso Fishermen's Federation Station at Canso, hurt one

(Continued on Page 30)



(By the Lurcher)

THE Halifax wrecking steamer *Guard*, Capt. William Landry, has been in port here on its return from Meteghan, where the ship received a new foremast, to Green Rock where she is engaged in salvaging material from the wrecked steamship *North Star*, which was lost there several years ago. The vessel was one of the fleet of the Eastern Steamship Lines Incorporated, and for a year or so was on the service between Boston and Yarmouth and went on the shores of Green Island during a dense fog and became, instantly, a total wreck. A few days ago the *Guard* got a hold of the *North Star's* solid bronze propeller, weighing over 7,000 pounds, and while endeavoring to lift it the *Guard's* foremast was broken at the cross trees. Returning to the wreck after receiving the new foremast the *Guard* hooked the big propeller, landed it on deck and brought it to Yarmouth. With the exception of one blade which was broken off, the wheel is otherwise intact and measures sixteen feet from tip of blade to the tip opposite.

In three days ending July 15, seven schooners arrived at the Port of Yarmouth and landed a total of 58,000 pounds of halibut, 232,000 pounds of fresh mixed fish and 8,000 pounds of salt fish. The entire lot was purchased by local dealers.

The Beacon Dredging Company's dredger *J. A. Gregory*, with tug and scows, have arrived in Yarmouth from St. John, N. B., and have commenced work on a rather extensive programme. The first operations were in the vicinity of Evangeline Basins where a number of shoal spots created by the ships of the Boston and Yarmouth and the New York-Yarmouth services, which are daily turning there. When that work is all complete the dredging plant will move to the site selected for a boat basin for the use of the large fleet of motor-boats which now come to Yarmouth from Wedgeport and other points with fresh fish from this port. The basin will extend from a point just to the south of the docks of L. E. Baker & Company, south to a point just north of the property of the Yarmouth Marine Railway Company, Limited. Last fall there was a fleet of about thirty of those boats fishing out of this harbor and the only place of safety for them to dock was at the southern limits of Evangeline Basin, between Evangeline Wharf on the north and Young's Wharf to the south. That was practically private docking space and the boats became more or less of a nuisance to the owners and in consequence representations were made to the Department of Public Works, at Ottawa, for a boat basin.

Capt. William Lyons, master of the Hawaiian line motorship *Californian*, now undergoing repairs at New York, is spending his vacation with relatives in Yarmouth and at his native community at Forbes Point, Shelburne County.

Harvey Doane, keeper of the Bug Light, in Yarmouth Harbor, has just completed and placed on exhibition in the window of Yarmouth Free Public Library and Museum, a handsome model of a full rigged sloop yacht. It measures four feet in length and from the deepest point of its seventeen pound leaden keel to the peak of its topmast it stands over six feet in height.

The Department of Marine and Fisheries, at Ottawa, has just issued a notice regarding the change of wave length and type of emission of the Seal Island Radio Beacon, off this coast. It now transmits on a frequency of 310 K/cs (968 metres) I. C. W. The characteristic of the station is the transmission of its call signal VGY for a period of sixty seconds, followed by a silent interval of two minutes, thus:

. Silence

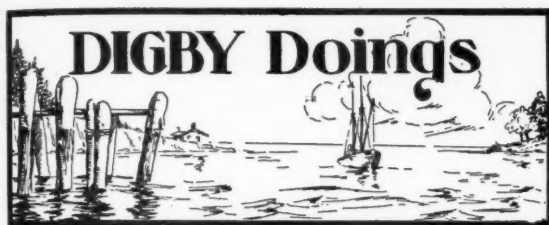
Sixty Seconds

Two Minutes

The station will operate continuously during thick weather and hourly for four minutes during clear weather commencing on the hour. Masters of ships equipped to receive these signals are requested to listen in when in the vicinity of this station and report the results of such reception to the Department at Ottawa.

The New York-Yarmouth line steamship *Evangeline*, Capt. W. K. Lakeman, is this year making a record in that service. Starting it new for the tourist season of 1928 the ship did a very satisfactory business, but this year, so far, it has almost doubled that of a year ago, not only in passengers, but also in the carriage of automobiles. The ship is also greatly shortening the time of passage. Last year the running time from New York was never less than twenty-four hours and sometimes longer, the ship this season is docking here in less than twenty-three hours from the time it sails from New York. A week ago the *Evangeline* docked in twenty-two hours and seventeen minutes

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By "Mac."

FISHERMEN'S luck has been quite spasmodic during the past month, and the catches on the whole can only be called fair. For the first week or so, the Digby Neck fishermen were reporting some fine hauls, particularly those fishing out of Centreville, but during the latter part of the month the fishing, with the exception of one or two big days has not been so good. However, the local fish plants are keeping a full staff of men at work for a' that. Hake appear to be the most plentiful of the shore fish taken, but haddock and cod make up a fair proportion of all the catches. Very few mackerel have been taken in the waters about Digby this season, and herring are being caught in fairly large quantities in most of the weirs.

G. E. Torrie, overseer of fisheries for this district, received the following letter from the department, under date of July 15th:

"You will please make it as widely known as possible among the fishermen of your district that plans and specifications for a ten-ton freezer are now available on application to the Fisheries Branch, Ottawa. The plans provide for a frame building 36 feet long, 20 feet wide and 15 feet high in the post which should contain an ice storage room, a cold storage room and a freezing chamber, as well as an entry room and shed. The plans also show a suggested extension of the building with 20 tons of storage capacity."

Mr. Torrie, who since February 12, 1912, has been fisheries overseer for Digby County has been retired on superannuation, his superannuation dating June 30th, although, as yet, no one has been appointed to fill the position. "Reorganization of the Department" is given as the reason for his retirement, which comes several years before he would naturally be retired because of reaching the age limit.

When Mr. Torrie entered the service, Digby County was famous as a district where breaches of the fishing regulations were rife, and the first few years of his duty as Fisheries Officer were devoted to impressing on the fishermen the need for their own benefit of complying with the regulations as to closed seasons and conditions as to the catching of fish.

So successful has he been that on several occasions he was sent to other districts to straighten out difficulties which arose over one matter or another, and in an official capacity has visited almost every fisheries district in the province.

His retirement at this time when changes in the regulations and closer inspection of fish catches are being inaugurated is a matter of real regret among the fishermen and fish packers of this district.

The death occurred at Tiverton, on Long Island, Digby Neck, on Monday, July 22nd, of Frank Ruggles, for many years keeper of the Boars' Head Light at that place. The late Mr. Ruggles had resided in that place practically all his life, and was widely known among the fishermen of Digby County, particularly on the Digby Neck and the Islands. The deceased passed away very suddenly, about fifteen minutes after he was stricken with a heart attack.

The shore property of Captain George Denton, of Westport, Brier Island, Digby Neck, was completely destroyed by fire and by terrific explosions on the evening of July 24. The captain, a man of 75 years of age, had been out fishing during the day with his grandson, Wilfred Denton, and on returning about 10 p. m. went into his gasoline shed with a lighted lantern, accompanied by his grandson, to draw off gasoline for the next day's fishing.

The gasoline shed was a small part of a larger building, partitioned off. The day had been warm, and one of the gasoline kegs had been leaking, and the shop was filled with fumes. When the captain began to draw off the gasoline, a terrific explosion occurred, which staggered both men, and the elder Denton was badly injured and burned. They rushed out of the building at once, and in a few moments the shop was one mass of flames. The first explosion was followed by others—there were five full casks of gas, and an empty one in the shop.

In the long outer shed was fishing gear of all kinds, including 314 new buoys which had never been used, 22 casks of fish, and a number of barrels of cylinder oil, as well as bins of salt, gasoline engines, etc. Heavy anchors were blown 150 yards from the tops of the gasoline kegs, and although the night was calm, burning embers fell half a mile away from the scene of the blaze.

In an effort to save property, Murray Peters had his arm badly injured, and Colin Thompson fell from the roof of a nearby house. Many houses and shops were ignited, but by the heroic efforts of the Westport fishermen only the Denton building was lost. The fact that the tide was low at the time made the blaze a hard one to fight, as there is no fire equipment in Westport. The fire burned all night until 8 o'clock in the morning. Captain Denton's loss is estimated at \$4,000 with no insurance.



By Harold V. Cunningham

FISH landings for the month of June exceeded the landings for the corresponding months of last year by over 9,000,000 pounds. The total catch for June of this year was 52,532,300 lbs., valued at \$1,329,536, compared with 43,498,000 lbs. landed in June, 1928, for a value of \$1,328,528. While the catch was exceptionally good this year, prices showed a falling off with the result that the fishermen of the province did not benefit in a monetary way by the increased catch.

The cod catch was very heavy, a total of 24,867,100 lbs. being taken, compared with 22,406,300 caught last year.

There was also an increase in the halibut catch, 60,400 lbs. more being taken during the month than in June, 1928. The value was \$6,805 greater. The total catch amounted to 528,300 lbs. and the value, \$63,021. The herring catch showed a decided increase, 1,985,600 lbs. being taken, compared with 1,336,800 lbs. during June, 1928, but the value of this year's catch was \$22,281, as against \$30,686 received in June 1928, for the smaller catch.

The greatest increase was shown in the mackerel fishery, which was nearly double the catch made during June last year. The figures are, June, 1929—8,719,900 lbs. taken for a value of \$177,423; June, 1928—4,362,600 lbs. taken for a value of \$100,311. As low prices for the fish prevailed a large quantity was salted by the fishermen. There was also a substantial increase in the salmon catch in the province. During the month of June 307,000 lbs. were landed for a value of \$41,867, compared with 194,300 lbs. landed in June, 1928, for a value of \$29,452. There was a decrease in the lobster catch for the month, the catch in June being 5,305,500 lbs., with a landed value of \$449,647, compared with 5,367,900 lbs. taken in June, 1928, for a value of \$607,603.

The demand for fresh iced fillets prepared according to the standard of the product turned out by the Atlantic Fisheries Experimental Station at Halifax, continues to exceed the supply. H. H. Bishop, general manager for the Robert Simpson Eastern, Limited, stated in a recent interview. The fish buying public in Toronto, where the specially prepared fish fillets were first introduced, cannot get enough of them. The new market being created for Nova Scotia fresh fish should prove invaluable to the fishermen of the province and steps to prepare the fish according to the methods pursued at the experimental station should be taken by fish dealers generally.

Reports from all sections of the province during June and early in July indicated that mackerel were very plentiful and fishermen at most points have made excellent catches. The fishermen in Halifax county were exceptionally fortunate, the run of mackerel along the coast being the best in several years. The second run of the fish ended about the middle of last month. Fishermen in the county report a scarcity of bait and some are of the opinion that squid will not put in an appearance at all. Last year squid were here on July 1.

To land the body of George Yarn, a fisherman off Channel, Nfld., the sealing steamer *Vedas*, Capt. G. A. Murley, of Halifax, returned to North Sydney early in July. Yarn died of heart disease. The *Vedas* landed 10,000 seals while in port and proceeded to the ice fields again after bunkering.

Angus Julian, a fisherman of Grand Dessert, lost his life early in July when his boat capsized in a choppy sea between Seaforth and Three Fathom Harbor. He leaves a wife and three children.

A cargo of 400 barrels of mackerel, the property of L'Ardoise, Cape Breton, fishermen, were recently sold in Halifax to Mitchell and McNeil, fish dealers. The price received was \$8.25 per barrel, which was \$1.25 lower than the price paid per barrel for the same fish the previous week. The fish were brought to Halifax by the schooner *Petite*, which is subsidized by the government in the fish collection service.

Samuel Muise and Jerry Fitzgerald, two members of the crew of the United States fishing schooner *Natalie Hammond*, who had strayed from their vessel, were picked up on the broad Atlantic by Irvin Newell, a fisherman of Clark's Harbor, early in July. The men had been adrift for two days but suffered no ill effects as a result.

In connection with a collision which occurred 17 miles off Halifax Harbor on July 7, the National Fish Company's trawler, *Rayon d'Or*, is being sued by the auxiliary schooner *Surah Pauling* for damages of \$5,000 in the Admiralty Court. The collision occurred in a dense fog. Capt. H. W. Inglis, master of the schooner, was injured when he became caught in the rigging.

Report came from Grafton on July 11 that so great was the run of herring there that the fishermen were unable to properly take care of all the fish caught in the weirs, owing to a scarcity of salt.



By H. R. Arenburg

SCHOONER *Ronald George*, Capt. Dan Rowkey, was reported at Newfoundland with 400 quintals off her first baiting.

A fine schooner was launched from Leary's shipyard, Dayspring. The vessel is of the double end model and will have crude oil burning engines installed here. She was built for the owners of the *Akhtonia*, built in the same yard and launched several months ago.

The schooner *Excellence*, Captain Charlie Conrad, boarded a cargo of dry fish at Zwicker and Company's for Porto Rico. Her return cargo will be salt from Turk's Island.

The schooner *Agnes McGlosken*, Captain Wamback, discharged a cargo of salt from Turk's Island for the Lunenburg Outfitting Company.

The *C. G. S. Arras*, Captain Barkhouse, reports having found the schooner *Glover* thirty miles south lost from Cape Spear with foremast head gone below the eyes of the rigging, maintopmast and cross trees gone, all rigging damaged and sails torn. The *Arras* towed the *Glover* to St. John's.

The *Glover* was built at Lunenburg in 1916 and is registered here. She is 112 feet long, 26.3 feet beam and 10.4 feet depth of hold with a registered tonnage of 99 tons. Lameck Knock, Rose Bay is the managing owner.

Captain Morris Zinck is sailing the vessel on this season fishing trips.

The tern schooner *Fieldwood*, Captain Harris Oxner, has been chartered to load salt at Turk's Island for the Acadian Supplies, Ltd.

The schooner *Annie E. Conrad*, built at Dayspring in 1917 and bought about a year ago by Captain John White, Sagona, Nfld., ran ashore in Green Island, near Islands Eye, Trinity Bay, Nfld., during a dense fog on July 15. The vessel became a total wreck. The crew was saved.

The *Annie E. Conrad* was for several years one of the LaHave banking fleet. She was 103.4 feet long, 24.2 feet beam, and 10.2 feet deep with a registered tonnage of 99 tons. Maurice Randall of Upper La Have was formerly her managing owner.

William Torsey of Grand Bank, Nfld., is having a new fishing vessel built by Smith and Rhuland.

Captain Foster Corkum's new fishing schooner is nearing completion in the yard of Smith and Rhuland and will be launched the latter part of the month.

The new schooner built for Captain Lawrence Zinck by Smith and Rhuland is completed and will be launched within the next week.

The fleet's spring catch is being brought to market at a price of \$7.50 per quintal for large and medium and \$7.00 for small, \$8.00 was received for the frozen baiting catch. The price received for the spring catch is the same as last year, but there were more fish landed this year. The frozen baiting and spring trips totalled respectively 30,125 quintals and 55,150 quintals, making a grand average per vessel for the season to date of about 1350 quintals. The fleet is now operating on the Grand Banks and reports are to the effect that fish are scarce.

News from Yarmouth

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from the time the ship sailed from Pier 18, North River, New York.

Capt. Walker McKay, of New York, arrived in Yarmouth on the 23rd inst. from New York to spend his vacation at Sandy Cove, Digby County.

The Meteghan Marine Railway Company has been awarded the contract for the repairing of the large fourmasted schooner *Whitebell*, which went ashore several months ago at Beaver Harbor, N. B. The vessel was afterwards floated and taken to Saint John where, after a survey, it was found that the schooner was very badly damaged, and the vessel laid at that port until a week or so ago when it was towed to Meteghan to go on the railway. The *Whitebell* is owned in Parrsboro, Nova Scotia, and was built there in 1920 and was one of the last productions of the wartime shipbuilding programme for this province. The schooner is 572 tons register.

E. F. Clements, formerly of Yarmouth, but for many years agent at Hayti for the Clyde Line steamships of New York, has arrived here to spend the summer in Nova Scotia. Mr. Clements, notwithstanding the fact that he is somewhat past the fourscore mark, is nevertheless very hale and active. For many years he was a resident of Yarmouth and although he has not been in Yarmouth for almost thirty years he was exceptionally well remembered by many of his

old time friends, all of whom heartily welcomed his return.

Capt. Fred W. Folker, master of the New York-Porto Rican line steamship *Porto Rico*, and Mrs. Folker, have arrived here and gone to Hantsport, Nova Scotia, where they will spend a month at Capt. Folker's former home.

The Eastern Shipbuilding Corporation is the name of a new yacht building concern just established at Shelburne, Nova Scotia, by Terence Kehoe, of New York. The company has taken over the shipyards for many years owned and operated by the late Hon. George A. Cox, on which they have erected a new large boat shop measuring 100 feet long and about eighty feet wide. Mr. Kehoe has engaged the services of Harley Cox, of Shelburne, for many years employed by the Shelburne Shipbuilders, Limited, as his foreman and master builder. Although only just organized the new company has already secured the contract for the building of fifty-three foot yacht for Garrison Norton, of New York. Mr. Norton was recently in Shelburne and personally placed his order and construction will commence within a few days.

Canso District News Letter

(Continued from Page 28)

of his arms recently, and a few days ago, blood poisoning having developed, was taken to the hospital at Antigonish.

E. P. White, local agent of the Portland Packing Company, has gone to the head office at Portland, Maine, on business matters.

The Leonard Fisheries smack, *Marjorie V.*, Captain Lukeman, has gone on the marine slip at Port Hawkesbury for overhauling and repairs.

The annual convention of the Fishermen's Federation of Richmond County, Cape Breton, was held at Petit de Grat on July 23rd, with more than 75 delegates, representing all the fishing sections of the County, present. President Alex Baccardax presided, with Andrew Boudreau, Secretary. After the routine business was finished, a number of resolutions were passed.

W. A. Found, Deputy Minister of Fisheries at Ottawa, came in for some criticism, on the score of alleged inactivity on behalf of the fisheries, particularly from the standpoint of the fishermen's welfare. Another resolution criticized the subsidized collecting boat service, as regards methods of operating, which was held should be more favorable to the fisherman producer, although the system itself was approved. On the beam trawler question, the convention came out flatfooted for immediate and total abolition, although some sympathy was expressed for some friends of the fishermen, who had advocated Canadian-built ones. Tariff increases on Newfoundland fish, and exemptions from duty on gasoline, paint and some other commodities used in the fisheries were asked for in another resolution. Expressions of appreciation for aid and encouragement received from the United Mine Workers of Cape Breton were passed, and the possibility of a union of all producers was discussed at some length. Appreciation of the press and other workers in the fishermen's cause was noted, and some members of Parliament, who had championed beam trawlers were condemned.

Frank Bryce, President of the Atlantic Coast Fisheries, and A. H. Brittain, President of the Maritime Fish Corporation, and the National Fish Company, both of which were recently acquired by the first named concern, paid a brief visit last week to the Maritime fish plant at Canso.

The last day or two previous to date of writing this, large schools of bait fish, both herring and squid, are reported on the shore here. Codfish, too, are plentiful, but that troublesome fellow, the dogfish, is also reported in great numbers on the outer fishing grounds.

Gloucester Gleanings

(Continued from Page 21)

The Leader trophy for landing the most mackerel at Cape May, New Jersey, was won by Capt. Howard Tobey and his crew of 15 in the schooner *Stilletto*. Capt. Tobey landed 76,000 pounds, besides what he discharged at New York, the total of his landings bringing the *Stilletto* near the top of the list on the Southern voyage. The trophy was a cup donated by "The Leader" a daily paper at Wildwood, N. J., about 12 miles from Cape May. It was given, together with another, for the boat that landed the most mackerel at Wildwood. This second trophy was also won by a Gloucester craft, the *St. Rosalie*, Capt. Sam Parisi.

A lease of the former Cunningham & Thompson property on Commercial Street, has been taken by the General Seafoods Corporation, and repairs are being made to the building that they might be used immediately. It is the plan of the corporation to use the wharf for the present at least in taking out fish from vessels, as only one craft at a time can be unloaded at their own wharf.

The Frank E. Davis Fish Company is planning to erect on Rogers Street, a one-story and basement addition to its present office building, of concrete construction. The addi-

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Whaling Ways of the Present

(Continued from Page 18)

illuminant, and some times for dressing leather, etc.

Bones are "tried" down in a digester under 40-50 pounds pressure. The resultant "whale bone" is used as fertilizer.

(Below)—A school of whales.

(Center)—Hoisting one of the giant whales aboard the *Sir James Clark Ross* in mid-ocean.

(Bottom)—A large whale drawn up alongside the *Sir James Clark Ross*.



All these operations are carried on on board with the greatest rapidity and precision recalling the routine of Chicago packing houses, which have actually served as prototypes for the arrangement of the modern blubber "trying" stations.

This valuable sperm oil, which was formerly used for lubrication, is now being employed entirely for manufacturing purposes—for soap making, botching oil for jute, tempering oil for steel, etc., etc. To some extent whale oil is being used for dressing leather, although at the present time mineral oils have proven more satisfactory. Likewise this is true in the use of mineral oil in the tempering of steel and as an illuminant (kerosene).

Gloucester Gleanings

(Continued from Page 30)

tion will be used as additional office space and for the advertising department. Bids have been invited.

The catch of mackerel by the fleet to date has been 91,851 barrels of fresh and 226 barrels of salt mackerel. In 1928 to this date, the catch was 113,453 barrels of fresh and 19 barrels of salt mackerel. 1927, 139,715 barrels of fresh and 140 barrels of salt mackerel; in 1926, 115,873 barrels of fresh and 2053 barrels of salt mackerel; in 1925, 50,019 barrels of fresh and 1091 barrels of salt mackerel.

According to the figures recently issued the amount of mackerel in cold storage in the United States on June 15, 1929 amounted to 2,886,128 pounds as compared with 4,699,633 pounds in storage on the corresponding date in 1928. The Canadian report shows 2,221,533 pounds in storage on June 1.

The catch of mackerel on the Irish coasts during the month of May, 1929 amounted to 15,534 cwts., as compared with 17,304 cwts. caught during the same period of 1928.

The auxiliary schooner-yacht *Eastward IV*, built by Benjamin H. Colby, at the Gloucester Yacht yard, for Ward A. Robinson of the American Car & Foundry Company, of Chicago, was launched at East Gloucester, at high water June 27.

The worst electrical storm Cape Cod has had for a decade hit like a tornado late in the afternoon of July 10, killing a woman at Truro, crippling another woman at Provincetown and stunning 14 other persons in that place, Truro and on a fishing vessel which was racing for harbor.

The bolt struck the Boston schooner *Lark* just before it reached port. All speed was being made toward the harbor when the storm broke fiercely. A bolt struck the rigging of the ship and then what the crew described as a ball of fire descended on the boat.

About 15 members of the crew were eating in the forecabin when the ball of flame was seen to come through the hatchway from the deck. Arthur Muise was coming through the companionway when the bolt knocked him flat. The man at the wheel at the time, Patrick Coreoran, of Milton, was also knocked over.

The lights in the forecabin and the engine room went out and the radio was wrecked. The craft was about 10 miles northwest of Race Point when the bolt struck.

Capt. William Ingraham of the seiner *Shirley M. Clattenburg* came mighty near being sent to bottom while fishing about 70 miles southeast of the highlands, according to the story told by members of the crew, when a large craft described as resembling a cutter used in the customs service, ran so close to the *Clattenburg* that she cut her seine boat in half.

And that wasn't the worst of it, according to the gang, for the stranger never stopped, but kept ahead, leaving the startled crew of fishermen on the deck of the *Clattenburg*, who shouted in terms unmentionable at the carelessness of the passing craft.

It was 2 o'clock in the morning of July 17, the night being clear, when the watch noticed the approaching craft, but because it was only the average dark night, believed that the lookout would see where he was heading. The stranger kept hugging her course so straight that the watch shouted below which brought all hands on deck who waited for a crash they felt certain was to come.

Twenty feet astern at the end of the painter, was the seine boat of the *Clattenburg*, and through the opening poked the nose of the unknown craft, leaving the forward half of the seine boat dangling at the end of the line. The *Clattenburg* returned here July 18 and it is understood that a report of the matter will be made to Washington.

Swordfish are in good supply from Georges, the receipts of the week of June 24 aggregating 2500 fish. A car of western fish, the first received this season has reached the Boston market. The western fish are the same as eastern, but run larger in size. They sold at the same prices as the eastern fish.

Buildings and wharf property on the southerly side of the Rocky Neck Marine Railways at Rocky Neck and occupied by the railways and the "Just for Fun" restaurant, were practically totally destroyed in a spectacular fire which broke out shortly after 7 A. M., July 1. Two alarms and a fire boat call were sounded. D. Sherman Tarr, manager of the railways, was unable to estimate the loss but the damage to buildings, stocks and boats will probably reach \$20,000. The fire will in no way hinder the operation of the railways. The ways themselves were undamaged and the hoisting machinery was uninjured.

The Lamentations of Cap'n Josh

By Joseph C. Allen

Letter X

Fair Rewards—Captain Josh Buys a New Suit, and How

EDDITER:

I take my pen in my starboard flipper ter tell ye bout how bejoyed I am a-feelin over things in general, puticular my brand new suit of shore clothes thet I jest got built fer me and which, ez you might say, didnt cost me nothin, seein ez how I bought em with my premium money thet I got from my fair exhibits. Oh Lord yes, I calate thet I'm a reglar farmer now, even if I do "rest my livin from the briney deps" ez the feller said.

How I come ter enter any stuff at the fair and the rest on it, is a long story and reely I spose thet the hull thing wuz due ter my stubbornness not wantin ter git the best of Matildy in a argument. You know perfectly well thet a master mariner thets retired from sea, all excepting shoal water, haint got no knowledge of agriculter ner the things thet sail with it, and I know it too. Course I hev allus planted a garden fer our own use and raised more or less chickens with the help of Matildy, besides a few fruits and flowers thet sorter brighten up the place and give it a ruther natural, sweet kind of a smell along in the fall when things git ripe. But ez fer kerryin stuff ter the fair, why the notion haint never entered my head before ner it wouldnt hev this year if it hednt a been fer Matildy.

Twaant thet she broached the subject, not ez a suggestion, no indeed. Keen ez she is ter git hold of money, she haint never tried ter make no farmer outer me in order ter swell the receipts of the viige. No sir, it come about in an entirely different way and the only reason I'm a-tellin of you bout it is thet it may serve ter convince other folks thet hev entertained the same idees ez the partner of my canvas, cash and cordage.

Twuz of a Friday, I remember it well, because we had corned beef and cabbage fer dinner. I passed my plate fer more about seven times, ez I recall it; I am very partial ter corned beef and cabbage, and I et a bottle full of some kind of pickles thet Matildy puts up, along with it. I mistrust thet twuz the pickles thet laid so hefty on my stomick, I know thet I never hed no trouble with corned beef and cabbage before. Anyway, I want feelin ez sharkish at supertime ez I usually do, and I recollect Matildy askin me what wuz wrong when I didnt eat but haaf a mince pie.

But that haint got nothin ter do with it except, bein Friday, I went down ter the post office and when I come back I brung the Gazette.

Waal, when Matildy opened of it up, almost the fust thing she noticed wuz the notice thet the fair wuz a-comin off purty soon and she read it off, accordin ter her custom and begun ter offer comments about it, which is also accordin ter her habit and that of most all other wimmenfolks. "The agricultural fair will be held on Tuesday, Wednesday and Thursday of week after next," sez she. "I spose the hull county will turn out ez usual."

"Waal," sy, "why the devil shouldn't they? They haint got but one fair and it dont come but once a year. Besides it dont cost nothin ter speak of and tis a darned good thing."

"Waal," she snapped out, and I could see thet she wuz all ready fer an argument, "I dont think but darned little of it myself. I kin tell you right now what they air a-goin ter hev and what they'll do and who'll git all the premiums! Thats the thing thet riles me; the same folks kerry ther

stock and produce year after year and git a good thing outer it. Lord only knows how much some on em git in the way of prizes. I tell you, thars a regular ring in that crew thet gits all the duff and them thet haint in it dont find anything in the mess-kits but wind!"

"Now, then, I'll jest tell you what the list of premium winners is a-goin ter read like week after next. Ive learnt it by heart!" And she begun ter go on like this: "Pertaters, first prize, So-and-so; milk cows, somebody else," and so on.

It made me kinder mad. That cussed pickle wuz a-botherin of me some and besides I hed heard this same thing before.

Sez I, "Matildy, if yore mouth hed grommets and a drawstring round it, same ez a sail bag, be darned if I dont bleeve thet the world would be a better place to live in. When you git some of them cussed notions inter your head, the string could be hauled taut until you hed fergot em."

"Be you a-tellin me thet I'm a darned fool?" she rips out.

Sez I: "You air a most sensible woman most of the time, but thar is occasions when you open your hatches and hiist out idees thet you could be jailed fer even thinkin, let alone speakin!"

"Waal, spose you heave ahed and tell what fool thing I hev jest sed, if your so darned smart!" she sez. "I dont claim ter know everything like some of these here sea-cappens thet air at large, but if I've sed anything about thet fair thet

haint so, I'd admire ter hev you explain it all out ter me."

"I will," sez I, "and I'll be darned glad ter do it. You jest sed thet Philander Smith allus gits the fust prize fer a fat cow, didnt you. Waal, who the devil did you ever see takin a fat cow ter the fair besides him? Do you calate thet anybody else could git the prize, if thar haint no other fat cow thar? And its jest the same with everything else," sez I, "here we be, a county full of fisherfolks and folks a-workin fer summer vissiters, with jest a sprinklin of farmers in betwixt, and a darned thin sprinklin at thet. A few of these folks kerry ther stuff ter the fair, and because there haint but a few, they git the prizes. All thet the rest of the folks do is ter stand around and holler because these folks got the money. They dont make no effort ter git it themselves."

"Godfrey," sez I, "they remind me of the fust capt'n I ever sailed with. The steward he liked porpoise liver and the old man didnt. Waal, he stopped the steward from ketchin porpoises because he couldnt stand it ter see that man git so much pleasure outer life, eatin of it!"

"You air jest a-arguin from force of habit," sez Matildy, "you know darned well thet nobody haint got no chances at anything at the fair exceptin them thets on the inside and you kin keep on arguin until doomsday, but I shant give in to you!"

"Waal," sy, "I'll jest tell you somethin. I'm a-goin ter prove youre wrong fer once in my life. I'm a-goin ter enter some stuff at the fair myself and I'll bet you I git some prizes."

"You jest try it!" she sung out, mad ez a wet hen, "you jest try it and I'll be darned if I dont board you with a handspike! I haint a-goin ter be luffed at on account of none of yore darned crazy notions! Thar haint nothin a-goin thar from aboard of us, not if I know it!"

That made me even madder than I wuz before. Its a darned stubborn pusson thet wont give the other feller's



argument a chance and I told her so. Sez I, "I am a-goin ter exhibit everything I kin think of, git thet stowed straight in your head. And if you go ter actin violent with me bout it, I am a-goin ter duck your head in the draw bucket! Dont make no mistakes now, I mean what I say. You air a good mate and mostly a sensible one, but I haint a-goin ter allow you ter drive yourself inter a crazy fit about nothin."

Then she piped down. She knowed thet I meant it, fer betwixt you and me I done it once when we wuz ter sea. She wuz pretty well worked up and I mistrust twuz the only thing thet saved her reason. Cold water is good fer lots and lots of things besides drinkin.

Endurin the next few days I wuz ez busy ez a one-handed sailor with the itch. I dug out some of our pertaters and picked some beans. I got some fruit tergether and then I ketchted the blue rooster and washed him and brushed his feathers, jest ter git him used ter it. I yarded up the ducks and picked a couple of likely lookin ones and with one thing and another I calate thet I got most a couple hundred weight of stuff tergether. And I haint a farmer neither, but I raised it, jest the same. Matildy she watched me workin at things and give me all the discouragement she could. She hed thawed out in pretty good shape, but she wuz still set agin the fair and all connected tharin.

"You better git some of your rag carpets and things tergether," sy, "and let me take em along with my stuff," sez I, but she jest reddyculced the idee.

"One pusson with softenin of the brain is plenty fer any family," she sez, "if you git ary prize, I'll take every thing I've got ter the fair next year, that is, perviding I recover from the shock in time!" And that's all the encouragement I got from start ter finish.

Waal, the time come and I loaded up my stuff and hauled it ter the fair. I wuz surprised ter find thet the folks seemed glad that I brought it, even them thet most engenerally gits the prizes. "It might be a Chineese game at that," thinks I, "but be cussed if I bleeve it yit!"

Course me and Matildy we went ter the fair and we looked al through the exhibits thar wuz. My stuff wuz ez good ez lot of others and when the judging wuz all over I see some blue tags and some red ones hangin on several of my exhibits. Natterly I piinted em out ter Matildy with a good deal of pride.

She jest grunted. "A blue tag dont mean much, I guess," she sez, "likelys not they'll hev ter do this all over and give em ter somebody else. Besides the prizes dont amount ter much and if you git em, you wont grow round-shouldered kerryin the cash."

Not wantin ter go round displayin my ignerence by askin questions, I hung in the wind fer quite a spell, not knowin whether she wuz right er not and natterly I wuz pretty much disturbed, not because I wanted the prizes so much, but it does most any man a lot of good ter git the best of a argument with his wife. And Matildy she didnt help my feelins none fer she kept a-naggin bout it and a-sayin "I told you so" ontel its the Gospel-truth I hed ter giv up my fishin fer a spell.

But here, two-three days ago, thar come a check through the mail and when I looked her over I see thet my stuff hed brought more than I hed ever dreamed of. Twaant no trouble ter pay fer my new suit outer it, and thar wuz most enough left fer a hat, besides.

Matildy wuz all wrought up and she mourned a good deal in secret because she haint never took nothin of her own ter the fair, whilst I took a mean advantage of her and made all kinds of sarcastick remarks bout on believers and et cetera.

She wouldnt admit ter me thet she wuz mistook either in her estimation of the fair er anything else, but you kin bet thet next fair time will see plenty of stuff thar with the name of Mrs. Matildy enter it.

All the same, shes a hard loser and she cruises about stewin over the affair and every time she mentions it ter me she declared thet thar must hev been some kind of a mistake. Her favrit expression is: "Thar must be something wrong." Hopin you are the same.

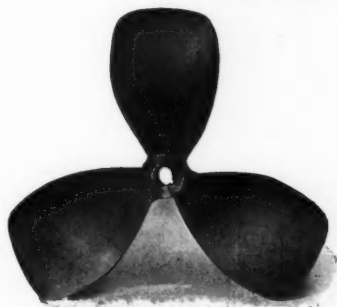
Captn Josh.

Foreman (to applicant): "Are ye a mechanic?"

Pat: "No, sorr, O'im a McCarthy."

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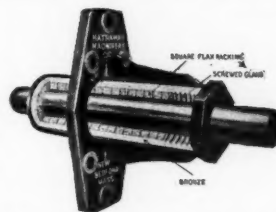
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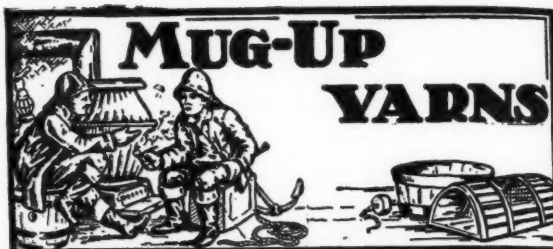
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The Skipper Hez A Word Ter Say

By Joseph C. Allen

*"I T'S Hell," sed Capt'n Hank
 Ez he wittled his terbaccor,
 The way thet people act,
 Gittin' lazier and slacker!"*

*"They want ter git more pay,
 But they want ter trim their hours,
 They seem ter think they'll make
 Life a bloomin' bed of flowers!"*

*"I'm nootral ez a rule,
 In an easy-goin' fashion;
 But the foolishness of folks
 Rouses me ter angry passion."*

*"I hev allus hed ter work,
 And I done it free and willin',
 It wuz harder than the jobs
 Thet the most of folks air fillin'."*

*"Here's the artycles we signed
 When we shipped ter go a-whalin'.
 Merchantmen wuz jest the same,
 In the days of clipper-sailin'."*

*"Six days I'll labor well
 Doin' all thet I am able,
 On the seventh, holystone
 All the deck and scrape the cable."*

*"We had ter do it, too,
 But the work it made us healthy,
 And the habit, when it stuck,
 Made a lot of people wealthy."*

*"So I say again, 'tis Hell,
 Fer these people ter be shirkin'
 And demoaenin' of their lot,
 When the cure fer it is workin'."*

*"And this squeezein' of the man
 Who hez got his coin invested,
 Never carin' how they harm
 Other folks thet's interested."*

*"Not but what they all shud hev
 Time for rest and recreation.
 But they hedn't ought ter try
 Fer ter git all God's Creation!"*

Reminiscences of the Life Saving Service

(Continued from Page 17)

heave me into the surf. I called their attention to the uniform I wore and also explained I was sworn to protect property washed ashore from wrecks. They finally went off growling, nor did they ever get any of that lumber.

Colonel Hadley had a caretaker on his place, a Scotchman named MacBey, who lived there the year round. Mac was a darn fine Scotchman and many's the winter night he

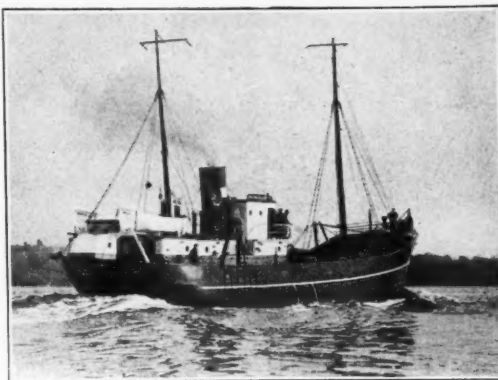
would bring the watch out a pitcher of hot cider and a bag of popcorn. The Colonel's house and stable were substantially built and he wintered two horses and a cow. The insurance folks saved all they could from the Ivy May and our gang stripped her. The old hulk stood upright on her bottom at high-water mark almost in the Colonel's front yard. After the salvage folks left, scattering pieces of lumber came ashore. MacBey, being a Scotchman, and the stuff right in his front yard, collected all he could and piled it in the stable. Our old friends knew about this and it started a feud. This wreck came ashore in November. Along in January Mac went out to feed his stock one morning and found one of the horses dead in his stall. He got in touch with the Colonel as soon as possible and ordered a veterinary. After the post mortem, Paris Green was the verdict. Paris Green was found in the feed box.

About a week after the horse affair Mac went to the express office and brought home a dog the Colonel had shipped him. He was some dog—some kind of a mastiff. His ears were clipped; he was about the color of wood ashes and the biggest, ugliest looking hound I ever saw. Mac tied him up in the stable nights. In the yard was a well of sweet water with a chain pump and a dipper on a chain. The watch when down that way would go in to get a drink. It seemed as if that dog would tear the stable down when he heard that pump. We were all afraid of him and all carried a stout stick on watch.

But Sam Littlefield, my watchmate, didn't depend on a club. As soon as he saw that dog he ordered a revolver from a Chicago mailorder house. He paid \$1.98 for it and it was stamped on the barrel "Continental. Caliber 32." He got him a box of cartridges, loaded it and carried it every night on watch. He never tried to fire it, so one day when he was on liberty and left his locker open, I borrowed it and went off behind a sand hill to try it out. The main spring was weak and I had to snap it about eleven times before it would break a cap. I cleaned the thing up, put it back in the locker, but never told Sam.

One bitter cold night in February we had the 4 to 8 P. M. watch. Sam went north where the dog lived; I went south. I came in at 7.45 to call for relief. We waited till 8:30 and Sam did not show up, nor could we see his lantern coming up the beach. Big Bill was to relieve Sam, so the Skipper told me to go along with him and find out what had happened. Sam might have slipped on a frosty rock and hurt himself. Bill and I hurried down the beach and when we got around the bend of the shore at Pulpit Rock we saw a light on the old Ivy May. We hurried along and pretty soon we heard the yapping of that mastiff dog. He had Sam treed in the old wreck. Mac and his family had gone to a church sociable and somehow the dog had busted out. There wasn't a soul within a mile and a-half of Hadley's Point. Sam had snapped that mail order pistol till the skin was wore off his thumb cocking it, but never a shot did it shoot. Also, he was most froze. He had been on that old wreck more than two hours. Bill was champion with the heaving stick and the best shot with rocks I ever saw. He landed one good one longside that hound's guts; he let out about three bellers and give it to her for the house. Mac kept him fastened up most all the time after that. He told us he was getting treacherous and the Colonel would have to have him made away with.

Late in March I was down to Hadley's Point in the early morning. There was about three inches of damp snow on the ground that had fallen during the night. There was quite a drone to the sea. It was just getting daylight. I had snapped my lantern out and was carrying it in my left hand. I had on a pair of Nova Scotia mittens. They are knit many sizes too big but full up with salt water and are very warm and durable. Aside from the drone of the sea there was not a sound. I was going slowly looking to my left seaward when I felt something take hold of my right-hand mitten. I turned my head and there was that blood-thirsty man-eater with most of the mitten and part of my hand in his mouth following along calmly with a twinkle in his eye and wagging his tail. I had not seen him when he came from behind the high front yard stone-wall and not a sound did he make in the damp snow. He trotted along holding my hand in his mouth for a hundred yards or so, wagged a good-bye, turned and went back home. And there you are.



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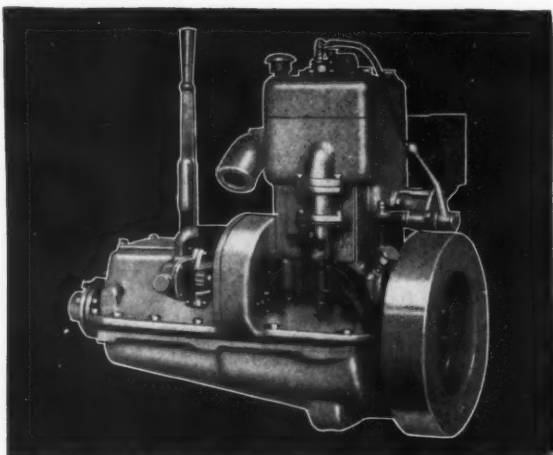
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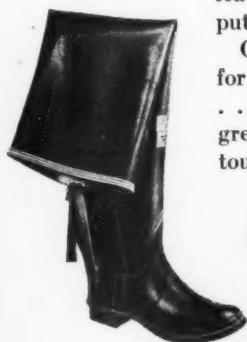
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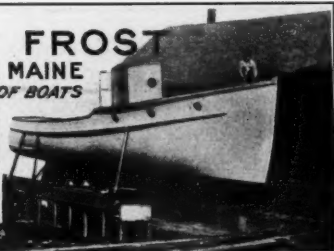
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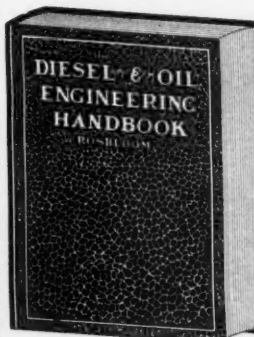
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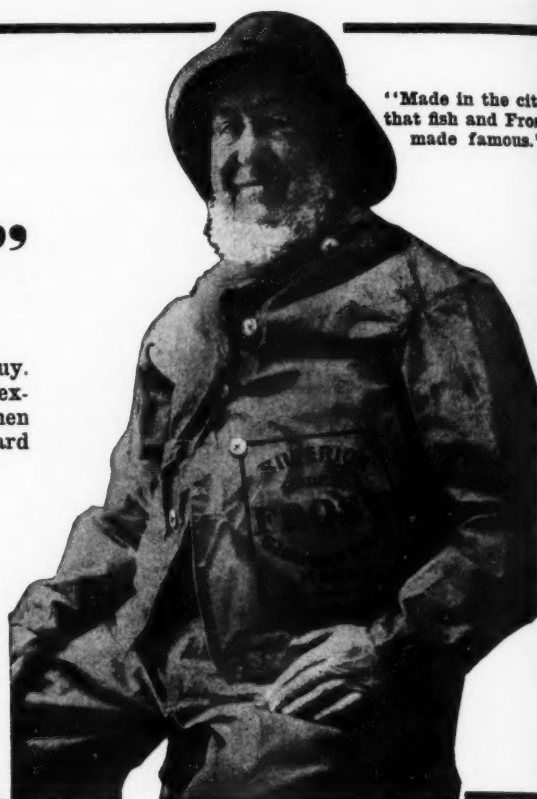
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